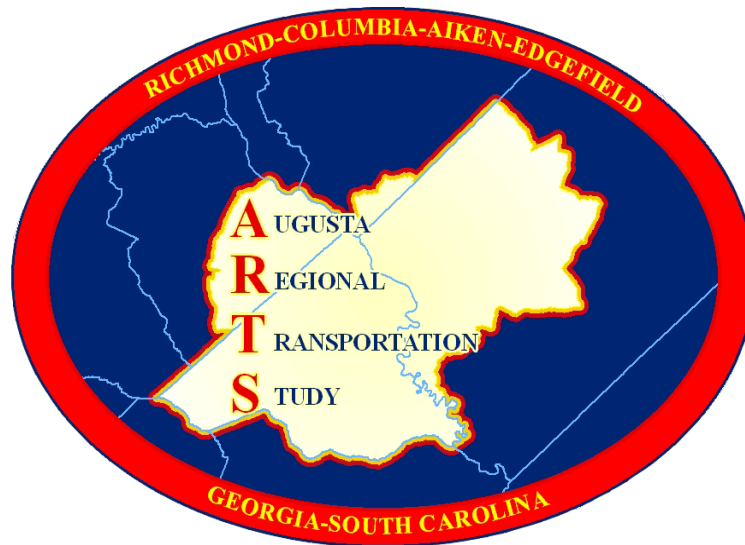


Augusta Regional Transportation Study
CONGESTION MANAGEMENT PLAN
2008 REPORT



Prepared by:

Augusta-Richmond County Planning Commission
In Cooperation With:
Aiken County Planning & Development Department
Federal Highway Administration
Georgia Department of Transportation
South Carolina Department of Transportation

August 2009

The content of this report reflects the views of the persons preparing the document. Those individuals are responsible for the facts and the accuracy of the data presented herein. The content of this report does not necessarily reflect the views or policies of the Georgia Department of Transportation, South Carolina Department of Transportation, the State of Georgia, the State of South Carolina or the Federal Highway Administration. This report does not constitute a stand, specification or regulation.

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INTRODUCTION

This document is the Augusta Regional Transportation Study (ARTS) Congestion Management Process (CMP) report. It replaces a report that was previously called the Congestion Management System (CMS), but is essentially the same document. The name change is the result of amendments to federal transportation law included in the Safe, Accountable, Flexible Transportation Equity Act: A Legacy for Users (SAFETEA-LU) enacted on August 10, 2005. This report contains a description of the geographical boundary of the ARTS CMP area, the statutory basis of this report, travel time data used to pinpoint congestion levels on major travel corridors in the ARTS area, and appendices with detailed information on the results of the 2008 travel time survey.

CMP AREA

The Augusta Regional Transportation Study (ARTS) area includes all of Richmond County, Georgia and the urbanized parts of Columbia County, Georgia and Edgefield and Aiken Counties in South Carolina (see Figure 1). Regional transportation is coordinated by the Augusta-Richmond County Planning Commission, the designated metropolitan planning organization (MPO) for the ARTS area.

METROPOLITAN PLANNING ORGANIZATION

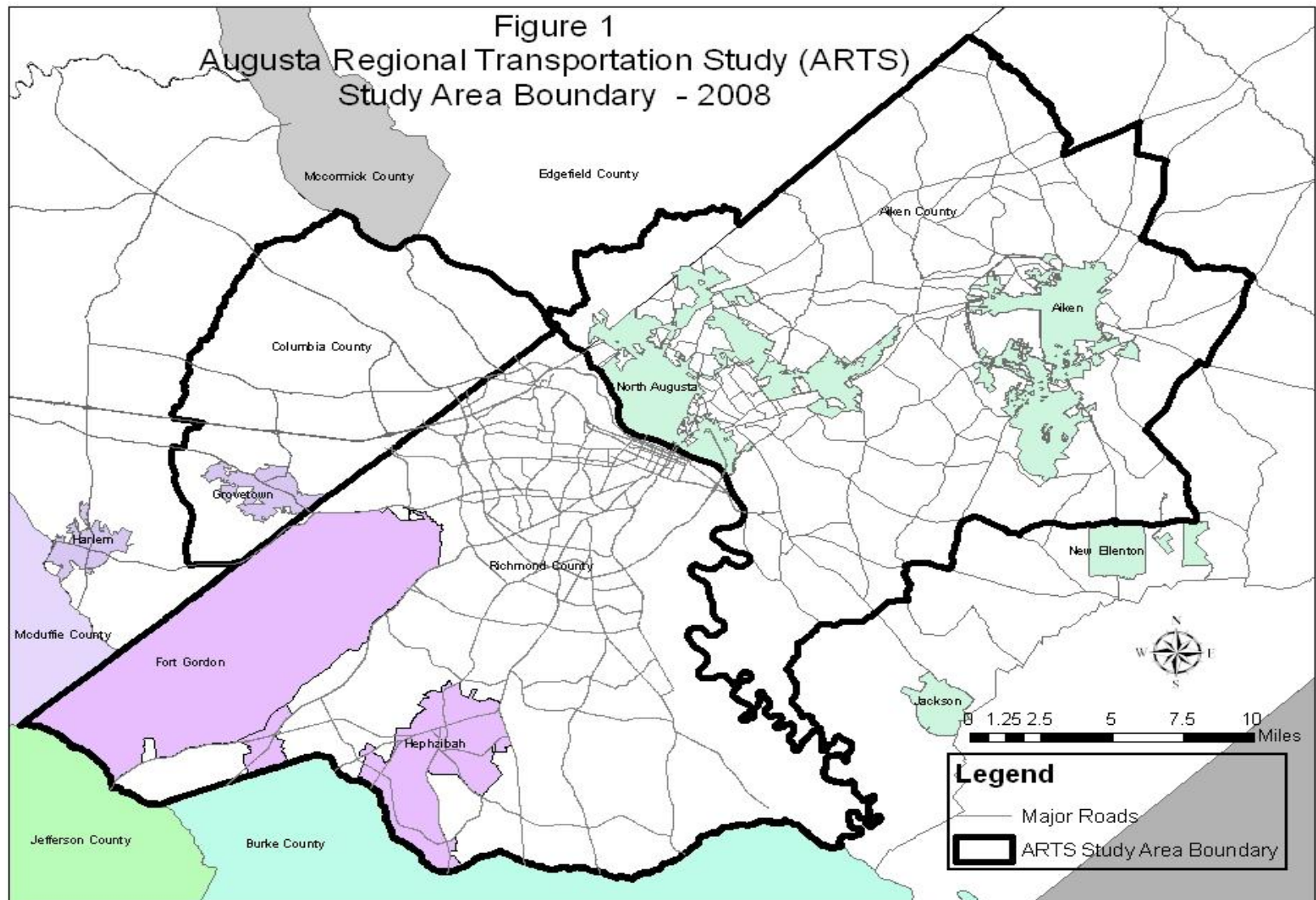
A metropolitan planning organization is a transportation policy-making organization made up of representatives from local government and transportation authorities. The Federal Aid Highway Act of 1962 required the formation of an MPO for any urbanized area with a population greater than 50,000. MPOs were created in order to ensure that existing and future expenditures for transportation projects and programs were based on a comprehensive, cooperative, and continuing planning process. Federal funding for transportation projects and programs is channeled through this planning process.

TRANSPORTATION MANAGEMENT AREA

The ARTS area is a transportation management area (TMA). Any urban area with population over 200,000 is automatically a Transportation Management Area, which subjects it to additional planning requirements under federal law, but also entitles it to funds earmarked for large urbanized areas under the Surface Transportation Program. Areas may be designated TMA's if the governor and the MPO or affected local officials request designation. Such designation would entitle them to greater local project selection authority through their MPOs and to STP funds earmarked for large urban areas. TMAs must also prepare the Congestion Management Process. The CMP requires that all reasonable alternatives be identified and evaluated for their ability to alleviate congestion and enhance mobility. Furthermore, when the addition of general purpose traffic lanes is determined to be the appropriate solution for a particular corridor, the CMP requires that appropriate demand and operational management strategies also be implemented to increase the efficiency of the corridor and extend the life of the improvement.

ARTS CMP WORK PLAN

ARTS prepared its first CMS (now CMP) work plan in August 1994 in cooperation with the Georgia Department of Transportation (GDOT) and the South Carolina Department of Transportation (SC DOT). Since then this work plan has served as the basis for the area's annual CMP report and ongoing CMP process. The CMP work plan is tailored to meet regional needs and is evaluated and adjusted periodically to meet changing needs and priorities. The Augusta-Richmond County Planning Commission coordinates the CMP process and the work on the annual CMP report. Appendix A contains a history and details of the CMP work plan.



DATA COLLECTION METHODOLOGY

Presently 52 corridors are included in the travel time survey. Of those, sixteen (16) are located in Aiken County, South Carolina, twenty-two (22) in Richmond County and nine (9) in Columbia County. An additional five (5) corridors cross jurisdictional lines between Richmond and Columbia Counties. They are: Bobby Jones Expressway, SR 223, Wrightsboro Road, Fury's Ferry Road, and Davis Road/Walton Way Extension/Jackson Road.

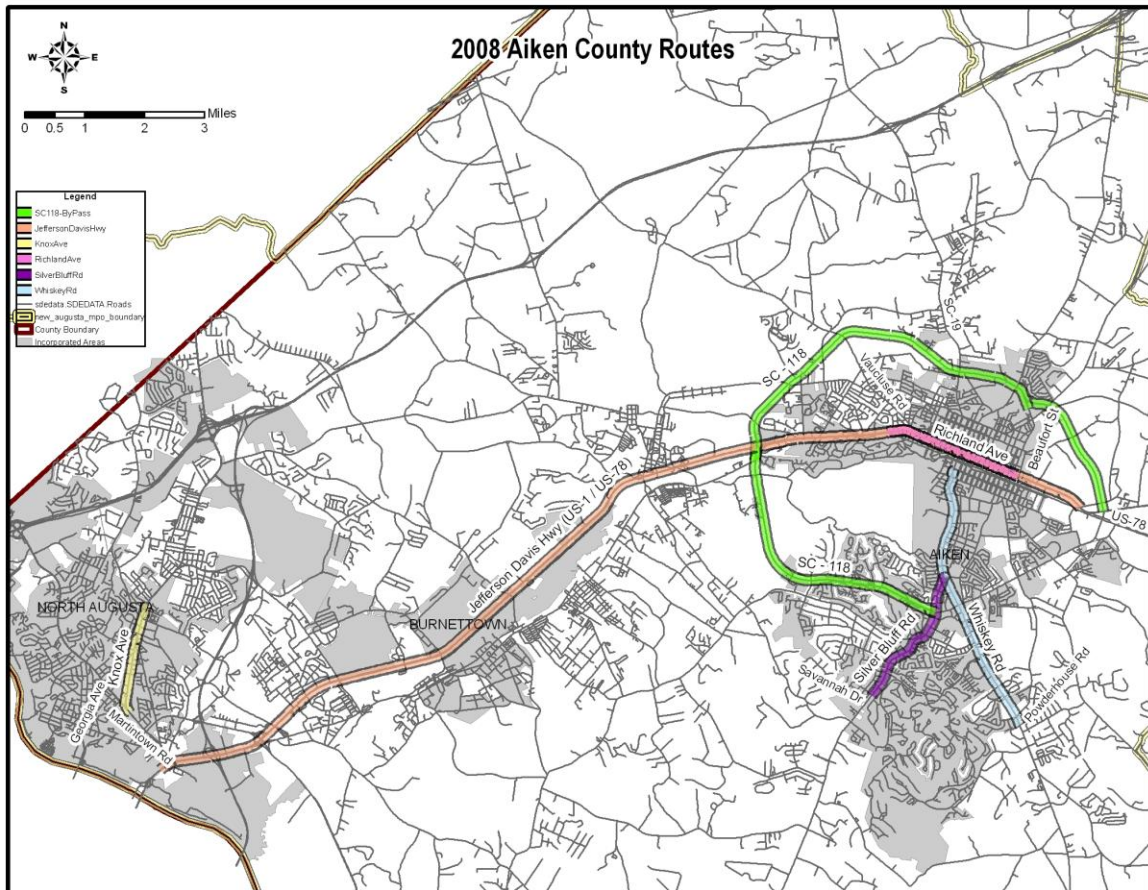
According to the CMP work plan, each corridor is divided into links, which corresponds with signalized intersections. The length of, and the time taken to travel, each link is measured. The deviation from the posted speed limit is the measure of congestion on each corridor. The travel times for six runs are collected on each route. Corridors are run in both directions during AM peak hour and PM peak hour on three separate days (2 runs per day x 3 days = 6 total runs). Some corridors are timed during noon, school release and on Saturday peak shopping times (2:00 pm to 4:00 pm). The run begins approximately from the starting point. A Global Positioning System (GPS) unit is turned on and the driver drives the length of the corridor while keeping pace with the traffic. The files from each run are then exported to excel format where each link of the route is timed and recorded. The average speed on each link and corridor is calculated. Appendix B contains the corridor segment sheets. The corridors are rated based on the performance measures listed in Table 1 below:

| Table 1 Performance Measures ARTS Congestion Management System | |
|---|---|
| Category | Average Speed |
| Not Presently Congested (NPC) | >= Posted speed limit. |
| At Risk of Congestion (ARC) | 1% - 15% below the posted speed limit |
| Borderline Congested (BC) | 15% - 25% below the posted speed limit |
| Marginally Congested (MC) | 25% - 30 % below the posted speed limit |
| Seriously Congested (SC) | > 30% below the posted speed limit |

RESULTS OF 2008 TRAVEL TIME SURVEY

The 2008 CMP travel time data was collected using GPS units. Most of the twenty (20) routes that were studied were combinations of one or more of the CMP routes as defined by the ARTS CMP work plan. The following paragraphs summarize the results of the survey.

AIKEN COUNTY ROUTES



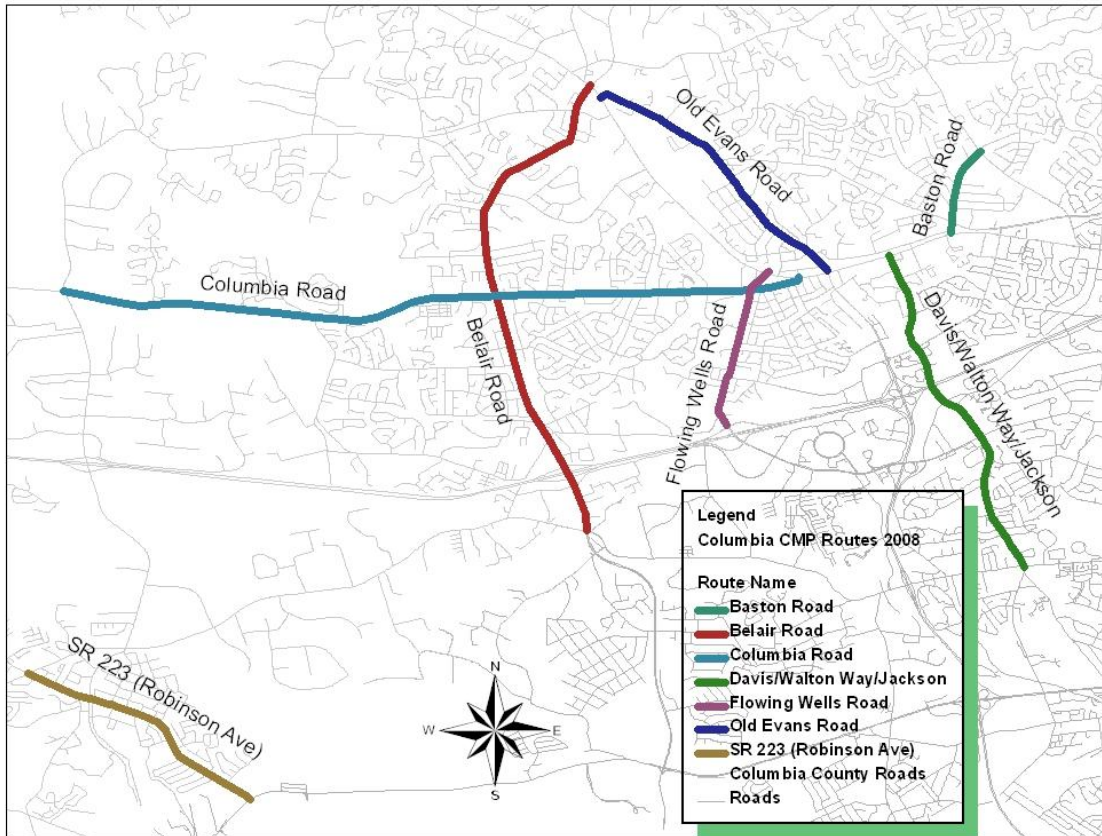
The average speed and deviation from the speed limit for the seven (7) corridors located in Aiken County are summarized in Table 2.

1. ***Whiskey Road*** was determined borderline congested during the southbound AM run, marginally congested during the northbound AM run, and seriously congested during the southbound and northbound PM runs.
2. ***Richland Avenue*** was determined seriously congested during the eastbound noon run, and marginally congested during the westbound noon run.
3. ***Silver Bluff Road.*** was determined seriously congested during all times.
4. ***US1/US78*** was determined seriously congested at all times.
5. ***Clearwater Road*** was not run due to construction.
6. ***Knox Avenue*** was determined to be seriously congested during the southbound AM run, borderline congested during the northbound AM run, marginally congested during the southbound PM run, and seriously congested during the northbound PM run.
7. ***SC118*** was determined to be at risk of congestion during all times.

TABLE 2
2008 AIKEN COUNTY TRAVEL TIME SURVEY RESULTS

| Aiken County CMP Routes | | | Posted Speed MPH | Average Speed (MPH) | | | | | |
|-------------------------|------------|--|--------------------------------|-------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| | | | | % Deviation from Posted Speed Limit | | | | | |
| | | | | <i>SB/WB AM</i> | <i>NB/EB AM</i> | <i>EB NOON</i> | <i>WB NOON</i> | <i>SB/WB PM</i> | <i>NB/EB PM</i> |
| Whiskey Rd. | From To | Richland Ave. Powder House Category | 30/45 | 28 -20.00% BC | 25 -28.57% MC | | | 23 -34.29% SC | 26 -25.71% MC |
| Richland Avenue | From To | Vaocluse Rd. Beaufort Street Category | 25/35 | | | 20 -33.33% SC | 22 -26.67% MC | | |
| Silverbluff Road | From To | Whiskey Rd. Savannah Dr. Category | 35 | 23 -34.29% SC | 22 -37.14% SC | | | 20 -42.86% SC | 18 -48.57% SC |
| US 1/ US 78 | From To | Martintown Rd. SC118 Category | 45/50 | 28 -37.78% SC | 30 -33.33% SC | | | 28 -37.78% SC | 29 -35.56% SC |
| Clearwater Rd | From To | US 25 US 1 Category | Not Run Due to Construction | | | | | | |
| Knox Avenue | From To | Martintown Rd. Georgia Avenue Category | 35/40 | 24 -31.43% SC | 29 -17.14% BC | | | 26 -25.71% MC | 22 -37.14% SC |
| SC 118 | From To | SC302(Wagner) Silver Bluff | 40/55 | 41 -8.89% ARC | 44 -2.22% ARC | | | 43 -4.44% ARC | 43 -4.44% ARC |

COLUMBIA COUNTY ROUTES



The average speed and deviation from the speed limit for the seven (7) corridors located in Columbia County is summarized in Table 3.

1. **Robinson Avenue (SR223)** is a two-lane road connecting downtown Grovetown with Gordon Highway and the Gate #2 entrance to Fort Gordon. Adjoining land uses include a mix of residential, commercial and institutional land uses. Newer residential subdivisions are located nearest the Gordon highway end of the road. Based on the 2008 travel time survey, Robinson Avenue was determined to be marginally congested during the westbound AM run and seriously at all other times. Eastbound traffic heading to Fort Gordon's Gate #2 entrance is particularly heavy during the AM peak period.

2. ***Baston Road*** is a four-lane urban minor arterial, with a flush median turn lane, connecting Washington Road (SR 104) and Fury's Ferry Road (SR 28). Adjoining land uses include a mix of residential, commercial and institutional land uses. Most commercial land uses are concentrated at the major intersections with Washington Road, River Watch Parkway / Old Petersburg Road and Fury's Ferry Road. Based on the 2008 travel time survey, Baston Road was determined to be marginally congested during the westbound AM run, seriously congested during the eastbound AM run, marginally congested during the westbound PM run, and seriously congested during the eastbound PM run. Travel time delays are due in part to delays at the major signalized intersections.
3. ***Belair Road*** (SR 383) / Jimmie Dyess Parkway (SR 874) is a corridor that connects the Evans area to the north with Jimmie Dyess Parkway and Fort Gordon's Gate #1 on the south. Belair Road (SR 383) is a four-lane urban principal arterial, with a flush median turn lane. Left and right turn lanes are located at major signalized intersections. Land uses along the corridor include a mix of suburban residences, professional offices and health care institutions and commercial establishments. Commercial uses are most concentrated at the major intersections, especially around the I-20 interchange.

Jimmie Dyess Parkway (SR 874) is a four-lane urban principal arterial, with a grass median, which opened to traffic in the fall of 1998. Left and right turn lanes are located at major signalized intersections. The Parkway connects with Belair Road on the north and Gordon Highway and Fort Gordon's Gate #1 on the south. Jimmie Dyess Parkway is a controlled-access road, so access is limited to the major intersections and a few curb cuts. Adjoining land uses include suburban residential areas and a few commercial uses.

Based on the 2008 travel time survey, Belair Road / Jimmie Dyess Parkway was determined severely congested at all times. Traffic is especially heavy at the intersection of Belair Road and Washington Road, Belair Road and the I-20 Interchange and the intersection of Jimmie Dyess Parkway and Gordon Highway.

4. ***Bobby Jones Expressway*** was not run due to construction on the I-20 / I-520 interchange project.

5. **Columbia Road** (SR 232) is classified as an urban minor arterial from its intersection with Washington Road to its intersection with Lewiston Road / Hereford Farm Road, a distance of 6.2 miles. Between Washington Road and the Belair Road (SR 383) intersection, Columbia Road has four travel lanes and a flush median turn lane. From just west of the Belair Road intersection to the Lewiston Road / Hereford Farm Road intersection Columbia Road is a two-lane facility with no turn lane. Land uses along the corridor include a mix of suburban residential subdivisions, professional offices, institutional uses and commercial establishments. Commercial uses are most concentrated at the Washington Road, Flowing Wells Road and Belair Road intersections. Development along the corridor is less dense west of the Belair Road intersection. Based on the 2008 travel time survey, Columbia Road was determined to be borderline congested during the westbound AM run, at risk for congestion during the eastbound AM run, seriously congested during the westbound PM run, and at risk for congestion during the eastbound PM run.

6. **Flowing Wells Road** is an urban minor arterial that extends from its intersection with Washington Road to its intersection with Wheeler Road near the Richmond County line. It is one of several major commuter routes and provides access to schools, commercial establishments, professional and institutional uses in the general vicinity. Flowing Wells is a four-lane road between Washington Road and Columbia Road intersections. It narrows to two travel lanes just west of the Columbia Road intersection.

Based on the 2008 travel time survey, Flowing Wells Road was determined to be severely congested at all times. School and commuter traffic contribute to congestion during the AM peak period. Heavy traffic volumes at the Columbia Road and Washington Road intersections contribute to congestion during the PM peak period.

7. **Old Evans Road** is a two-lane urban minor arterial connecting Washington Road and the Bobby Jones Expressway in Martinez with Washington Road in Evans. Old Evans Road is essentially a parallel route to Washington Road between Martinez and Evans. It also provides access to / from River Watch Parkway via its intersection with Old Petersburg

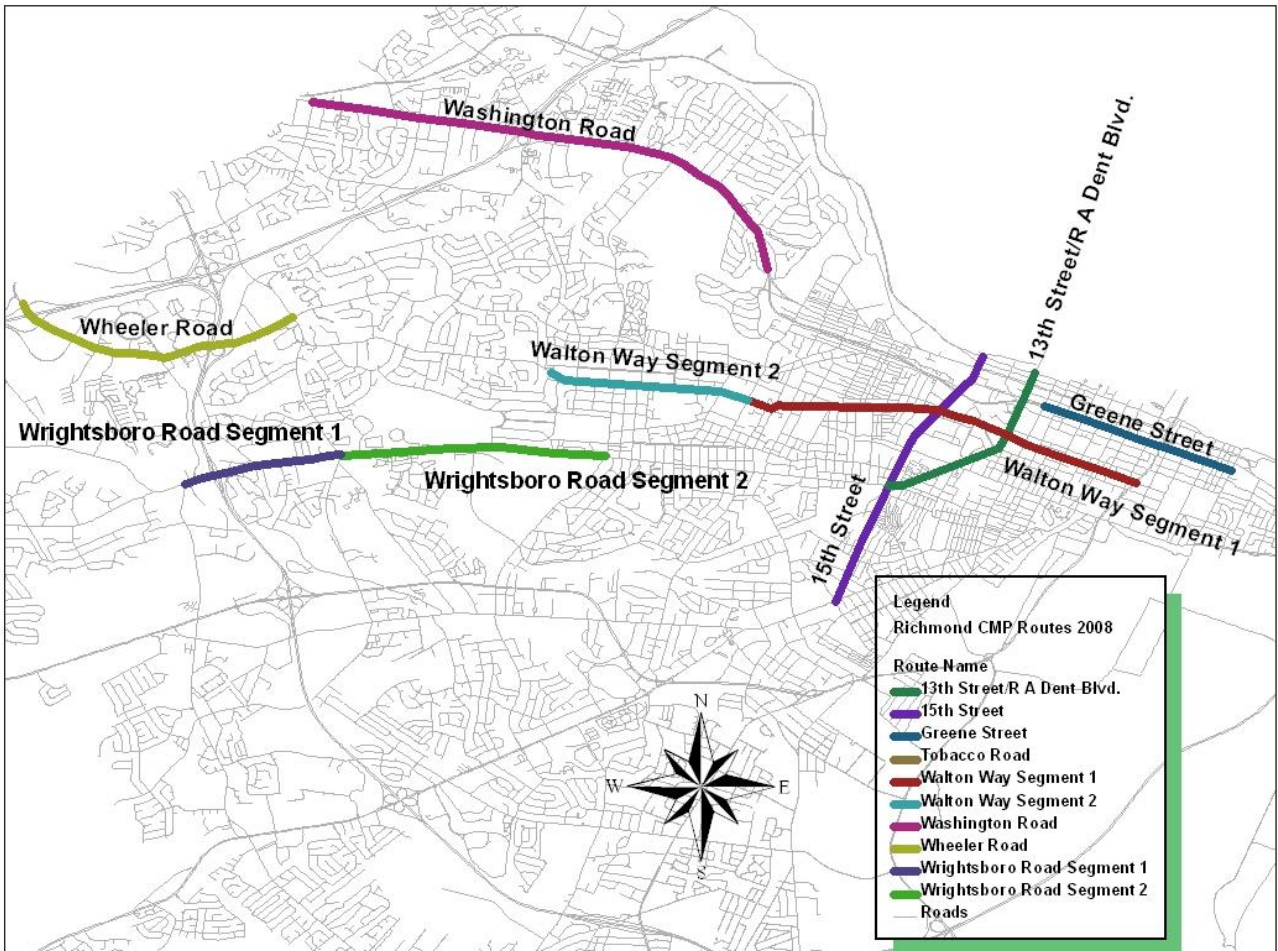
Road. Adjoining land uses include a mix of suburban residential subdivisions, some apartments, commercial establishments and some industrial uses. Commercial establishments are most concentrated at the Washington Road and Old Petersburg Road intersections.

Based on the 2008 travel time survey, Old Evans Road was determined to be severely congested at all times. Heavy traffic volumes, left turn movements and long waits at major signalized intersection are some of the factors contributing to the congestion along the corridor.

TABLE 3
2008 COLUMBIA COUNTY TRAVEL TIME SURVEY RESULTS

| Columbia County CMP Routes | | | Posted Speed MPH | Average Speed (MPH) | | | |
|----------------------------|----------|----------------------|--------------------------------|-------------------------------------|-----------------|-----------------|-----------------|
| | | | | % Deviation from Posted Speed Limit | | | |
| | | | | <i>SB/WB AM</i> | <i>NB/EB AM</i> | <i>SB/WB PM</i> | <i>NB/EB PM</i> |
| SR 223 | From | Wrightsboro Road | 45 | 32 | 15 | 30 | 31 |
| | To | Gordon Highway | | -28.89% | -66.67% | -33.33% | -31.11% |
| | Category | | | MC | SC | SC | SC |
| Baston Road | From | Fury's Ferry Road | 45 | 34 | 28 | 32 | 24 |
| | To | Washington Road | | -24.44% | -37.77% | -28.89% | -46.66% |
| | Category | | | MC | SC | MC | SC |
| Belair Road | From | Washington Road | 45 | 28 | 30 | 27 | 26 |
| | To | Wrightsboro Road | | -37.77% | -33.33% | -40.00% | -42.22% |
| | Category | | | SC | SC | SC | SC |
| Bobby Jones Expressway | From | Washington Road | Not Run Due to Construction | | | | |
| | To | I-20 | | | | | |
| | Category | | | | | | |
| Columbia Road | From | Washington Road | 55 | 43 | 52 | 38 | 51 |
| | To | Hereford Farm Road | | -21.18% | -5.45% | -30.09% | -7.27% |
| | Category | | | BC | ARC | SC | ARC |
| Flowing Wells Road | From | Wheeler Road | 45 | 18 | 25 | 25 | 15 |
| | To | Washington Road | | -60.00% | -44.44% | -44.44% | -66.67% |
| | Category | | | SC | SC | SC | SC |
| Old Evans Road | From | Bobby Jones Exprsway | 45 | 28 | 30 | 24 | 29 |
| | To | Washington Road | | -37.78% | -33.33% | -46.67% | -35.55% |
| | Category | | | SC | SC | SC | SC |

RICHMOND COUNTY ROUTES



The average speed and deviation from the speed limit for the eleven (11) corridors located in Richmond County is summarized in Table 4.

1. **13th Street (SR 4)/RA Dent Boulevard** is a four-lane arterial urban principal / urban minor arterial that connects downtown Augusta and the mid-town medical complex with points to the north and south. Thirteenth Street is a principal route for commuters going to and from North Augusta, South Carolina. Predominant land uses along the corridor include commercial, industrial and institutional land uses. Based on the 2008 travel time survey, **13th Street (SR 4)/RA Dent Boulevard** was determined to be severely congested at all times. Heavy traffic volumes, left turn movements, the presence of an at-grade railroad crossing and long waits at major signalized intersection are some of the factors contributing to the congestion along the corridor.

2. ***Fifteenth Street*** is an urban principal / urban minor arterial extending from Reynolds Street on the north to Martin Luther King, Jr. Blvd. on the south. Fifteenth Street carries Georgia state route #4 between Walton Way and MLK, Jr. Blvd. Fifteenth Street is a principal route for workers and visitors going to and from downtown Augusta, the mid-town medical complex, Paine College and the Medical College of Georgia. Residential and institutional land uses predominate along the two-lane part of the corridor from Government Street to MLK, Jr. Blvd. Fifteenth Street has four travel lanes and a flush median turn lane from the CSX Railroad/Wrightsboro Road overpass north to the Butt Memorial Bridge. Commercial and institutional (Hospitals, MCG, Paine College) land uses characterize this part of the corridor. Fifteenth Street has four travel lanes from the Butt Bridge to Reynolds Street. Predominant land uses along the corridor include commercial, industrial and institutional land uses.

Based on the 2008 travel time survey, Fifteenth Street was determined to be severely congested at all times. Heavy traffic volumes, left turn movements, the presence of an at-grade railroad crossing and long waits at major signalized intersection are some of the factors contributing to the congestion along the corridor.

3. ***Greene Street*** is an urban principal / urban minor arterial that is a major route for workers and visitors going to and from downtown Augusta via the Calhoun Expressway. Greene Street carries Georgia state route #28 between the Calhoun Expressway and Fifth Street. Greene Street has four travel lanes separated by a landscaped median. Between the Calhoun Expressway and the Gordon Highway overpass, Greene Street is characterized by a mix of commercial, residential, commercial and professional office land uses. Residential land uses predominate in the area from the overpass to East Boundary.

Greene Street was determined to be seriously congested during the southbound AM run, at risk for congestion during the northbound AM run, borderline congested during the southbound PM run, and at risk for congestion during the northbound PM run.

4. ***Jackson Road/Walton Way Ext./Davis Road*** These three urban minor arterials form a corridor stretching from Washington Road on the north to Wrightsboro Road on the south. Jackson Road

has two-travel lanes and a flush median turn lane. Walton Way Ext. and Davis have four travel lanes and a flush median turn lane, though raised concrete medians are located on the section of Walton Way Ext. between Skinner Mill Road and Toucan Road. Left turn lanes are located at all major intersections along the corridor. Land uses range from predominantly residential along Jackson Road to a mix of commercial and professional office uses along Walton Way Ext. and Davis Road. Walton Way Ext. and Davis Road were the focus of a recent widening project. In addition, a half-diamond interchange was completed in early 2008 where Walton Way Ext. crosses Interstate 20.

Jackson Road/Walton Way Ext./Davis Road was determined to be borderline congested during the southbound AM run, marginally congested during the northbound AM run, seriously congested during the southbound PM run, and marginally congested during the northbound PM run. Factors contributing to the congestion include the presence of the Augusta Exchange shopping center adjacent to the corridor and high traffic volumes at major intersections.

5. ***Tobacco Road*** is a four-lane urban principal arterial, with a flush median turn lane, which extends from Augusta Regional Airport on the east to Fort Gordon's Gate #5 on the west. Land uses along the corridor include a mix of low-density residential subdivisions, apartment complexes, manufactured home parks, commercial establishments, industrial uses and institutional uses. Commercial uses are most concentrated at the intersections with Mike Padgett Highway (SR 56), Peach Orchard Road (US 25), Windsor Spring Road, Morgan Road and Deans Bridge Road (US 1). Residential uses are most concentrated in the area between Windsor Spring Road and Deans Bridge Road. Turn lanes are located at these major intersections.

Tobacco Road was determined to be seriously congested during the westbound AM run, borderline congested during the eastbound AM run, at risk for congestion during the westbound PM run, and borderline congested during the eastbound PM run. Factors contributing to the congestion include shoppers and commuters going to and from Fort Gordon and other businesses and institutions along the corridor.

6. **Walton Way Segment #1** is that part of Walton Way extending from Gordon Highway (US 78, US 1) on the east to Milledge Road on the west. The road is classified as an urban minor arterial, except that between 13th and 15th Streets it carries Georgia state route #4 and is classified as an urban principal arterial. The road has four travel lanes throughout, but the median varies from a landscaped median on the east end to a flush median between the 15th street and Heard Avenue segment of the corridor. Turn lanes are located at all major intersections. This segment of Walton Way is a major commuter route, especially for people going to the mid-town medical complex, Paine College and the Medical College of Georgia. There are also numerous businesses located along the corridor.

Walton Way Segment #1 was determined to be marginally congested during the westbound AM run, seriously congested during the eastbound AM run, and marginally congested during the westbound and eastbound PM runs. Factors contributing to the congestion include high traffic volumes, especially at major intersections and the presence of land uses (e.g. hospitals, colleges, professional offices, restaurants, etc.) that attract many trips.

7. **Walton Way Segment #2** includes that part of Walton Way from Milledge Road on the east to Bransford Road on the west. Between Milledge Road and Highland Avenue, this urban minor arterial has four narrow travel lanes. West of Highland Avenue it narrows to two travel lanes. Near Bransford Avenue a flush median turn lane is added to the road profile. Low density single family residences predominate along this section of Walton Way. The major trip generators include Augusta State University and two private schools. On weekdays Walton Way functions as a major east-west commuter route.

Walton Way Segment #2 was determined to be marginally congested during the westbound and eastbound AM runs, marginally congested during the westbound PM run, and seriously congested during the eastbound PM run. High traffic volumes and signalized intersections close to one another are a couple of factors contributing to the congestion.

8. **Washington Road** is an urban principal arterial and serves as a major east-west corridor connecting Columbia and Richmond Counties. The basic road profile is four travel lanes with a

flush median turn lane. Turn lanes are present at major intersections and at the Interstate 20 interchange.

The Richmond County segment of Washington Road extends from Pleasant Home Road on the west to the Calhoun Expressway on the east. Highway-oriented land uses, such as shopping centers, motels, restaurants and car dealerships, predominate along this part of the corridor. The Augusta National Golf Club also borders Washington Road. Washington Road carries Georgia State Route #28 from Fury's Ferry Road to the Calhoun Expressway.

The Richmond County segment of Washington Road was determined to be at risk for congestion during the westbound AM run, marginally congested during the eastbound AM run, seriously congested during the westbound PM run, and borderline congested during the eastbound PM run. Heavy traffic volumes, numerous cut cuts and the presence of many traffic generators are among the factors that contribute to congestion on the corridor.

9. ***Wheeler Road*** is an urban minor arterial with four travel lanes separated by a landscaped median. It is a major east-west connector between Columbia and Richmond Counties and thus attracts heavy commuter traffic volumes. Several major traffic generators are located along the Wheeler Road corridor, including Doctor's Hospital, Augusta Exchange Shopping Center, the Wilson Family YMCA and Regal Cinemas. Numerous other commercial establishments, professional offices and residential developments also are located along and near the corridor. Wheeler Road has several high-volume signalized intersections, including interchanges with both Interstate 20 and Interstate 520.

Based on the 2008 travel time survey, Wheeler Road was determined to be marginally congested during the westbound AM run, seriously congested during the eastbound AM run, seriously congested during the westbound PM run, and borderline congested during the eastbound PM run. The level of congestion reflects the combination of heavy commuter traffic and the presence of many traffic generators along and near this corridor.

10. Wrightsboro Road (Segment #2) – Wrightsboro is an urban principal arterial and serves as a major east-west corridor connecting Columbia and Richmond Counties. The segment of Wrightsboro Road between Highland Avenue and Jackson Road includes four travel lanes and a flush median turn lane. Turn lanes are present at major signalized intersections.

Commercial land uses predominate along this segment of Wrightsboro Road, though residential subdivisions, apartment complexes and the Augusta State University athletic complex also adjoin the corridor. Based on the 2008 travel time survey, Wrightsboro Road Segment #2 was determined to be at risk for congestion during the westbound AM run, not presently congested during the eastbound AM run, borderline congested during the westbound PM run, and at risk for congestion during the eastbound PM run. High traffic volumes, especially at the two major intersections, is a major factor contributing to the congestion. In addition, Wrightsboro Road narrows to two travel lanes east of the Highland Avenue intersection.

11. Wrightsboro Road Segment #1 (Saturday) – Wrightsboro Road is an urban principal arterial and serves as a major east-west corridor connecting Columbia and Richmond Counties. The segment of Wrightsboro Road between Jackson Road and Barton Chapel Road includes four travel lanes and a flush median turn lane. Turn lanes are present at major signalized intersections and the interchange with I-520 (Bobby Jones Expressway). Commercial land uses predominate along this part of the corridor especially in the vicinity of Augusta Mall.

In 2008, travel time surveys of this segment of Wrightsboro Road were conducted on Saturday afternoon. The survey results indicated that this segment of Wrightsboro Road is seriously congested at that time of day. High traffic volumes, the presence of Augusta Mall and other commercial establishments and the close proximity of signalized intersections are among the factors contributing to the congestion.

TABLE 4
2008 RICHMOND COUNTY TRAVEL TIME SURVEY RESULTS

| Richmond County CMP Routes | | | Posted Speed MPH | Actual Speed (MPH) | | | |
|------------------------------------|----------|----------------------|------------------------|-------------------------------------|----------|----------|----------|
| | | | | % Deviation from Posted Speed Limit | | | |
| | | | | SB/WB AM | NB/EB AM | SB/WB PM | NB/EB PM |
| 13 Street/ RA Dent Boulevard | From | Reynolds Street | 35 | 23 | 23 | 21 | 20 |
| | To | Wrightsboro Road | | -34.29% | -34.29% | -40.00% | -42.86% |
| | Category | SC | | SC | SC | SC | |
| Fifteenth Street | From | Reynolds Street | 35 | 24 | 22 | 21 | 23 |
| | To | MLK Boulevard | | -31.43% | -37.14% | -40.00% | -34.29% |
| | Category | SC | | SC | SC | SC | |
| Greene Street | From | East Boundary Street | 35 | 24 | 30 | 27 | 31 |
| | To | 12th Street | | -31.43% | -14.29% | -22.86% | -11.43% |
| | Category | SC | | ARC | BC | ARC | |
| Jackson Road/Walton Way/Davis Road | From | Washington Road | 40 | 32 | 28 | 24 | 29 |
| | To | Wrightsboro Road | | -20.00% | -30.00% | -40.00% | -27.50% |
| | Category | BC | | MC | SC | MC | |
| Tobacco Road | From | Deans Bridge Road | 45 | 31 | 37 | 41 | 38 |
| | To | Doug Barnard Parkway | | -31.11% | -17.78% | -8.89% | -15.56% |
| | Category | SC | | BC | ARC | BC | |
| Walton Way Segment #1 | From | Gordon Highway | 35 | 26 | 21 | 25 | 26 |
| | To | Milledge Road | | -25.71% | -40.00% | -28.57% | -25.71% |
| | Category | MC | | SC | MC | MC | |
| Walton Way Segment #2 | From | Milledge Road | 35 | 26 | 25 | 25 | 22 |
| | To | Bransford Road | | -25.71% | -28.57% | -28.57% | -37.14% |
| | Category | MC | | MC | MC | SC | |

TABLE 4 (Continued)
2008 RICHMOND COUNTY TRAVEL TIME SURVEY RESULTS

| Richmond County CMP Routes | | | Posted Speed MPH | Actual Speed (MPH) | | | |
|--|------|-----------------------|------------------------|-------------------------------------|-----------------|-----------------|-----------------|
| | | | | % Deviation from Posted Speed Limit | | | |
| | | | | <i>SB/WB AM</i> | <i>NB/EB AM</i> | <i>SB/WB PM</i> | <i>NB/EB PM</i> |
| Washington Road | From | Pleasant Home Road | 45 | 40 | 35 | 26 | 37 |
| | To | John C. Calhoun Expwy | | -11.11% | -22.22% | -42.22% | -17.77% |
| | | Category | | ARC | MC | SC | BC |
| Wheeler Road | From | Flowing Wells Road | 45 | 33 | 30 | 26 | 24 |
| | To | Walton Way Extension | | -26.67% | -33.33% | -42.22% | -46.67% |
| | | Category | | MC | SC | SC | BC |
| Wrightsboro Road Segment #2 | From | Jackson Road | 35 | 39 | 35 | 29 | 34 |
| | To | Highland Avenue | | 11.43% | 0.00% | -17.14% | -2.86% |
| | | Category | | ARC | NPC | BC | ARC |
| Wrightsboro Road Segment #1 (Saturday) | From | Barton Chapel Road | 35/40/45 | N/A | N/A | 28 | 26 |
| | To | Jackson Road | | | | -30.00% | -35.00% |
| | | Category | | | | SC | SC |

STRATEGIES FOR CONGESTION RELIEF 1996-2008

Table 5 lists the congestion mitigation incorporated into the CMP work plan. As corridors or parts of corridors are identified as being seriously congested, a matrix is used to identify which mitigation strategies are most appropriate for each corridor. Table 6 applies these strategies to the seriously congested corridors in the study area.

Previous CMP reports also prompted a special study to examine congestion along Thirteenth and Fifteenth streets in the vicinity of the medical center in downtown Augusta. The three hospitals located in the medical center, University Hospital, the Veterans Affairs Medical Center and the Medical College of Georgia, participated in the study financially and by providing required information. Day Wilburn Associates, the consultants, completed the study in July 2000. This report suggested a number of improvements such as signalization, signage, parking, roadway improvements, intersection improvements, pedestrian and bike access, and transit improvements for this congested area. The improvements were recommended on a short, mid, and long range basis.

The CMP also fostered development of the Augusta Regional Advanced Transportation Management System (ATMS) Master Plan. Completed in the spring of 2002, the report outlines a phased, 20-year plan for implementing a regional Intelligent Transportation System (ITS). Major ITS components include regional transportation control centers in Augusta and Aiken, field equipment (fiber optic cable, traffic signal controller upgrades, CCTV cameras, radar speed /volume detectors, and dynamic message signs), and deployment of GDOT Highway Emergency Response Operators (HERO) and SCDOT State Highway Emergency Program (SHEP) units on area freeways. The plan was developed with input from many stakeholders, and a separate Technical Memorandum includes the specifications for the regional ITS architecture. The ATMS Plan was developed by P B Farradyne, Incorporated, in cooperation with Gresham/Smith Partners and Manual Padron Associates. The ARTS TIP includes three ITS projects, including equipping the planned Augusta Transportation Control Center.

TABLE 5
CONGESTION MITIGATION STRATEGIES

As a part of the ongoing transportation planning process, ARTS has incorporated the congestion mitigation strategies listed below into the CMP work plan. As corridors or parts of corridors are identified as being seriously congested, a matrix is used to identify which mitigation strategies are most appropriate for each corridor. Note that the strategies in **bold print** are felt to have either limited or no applicability in the ARTS area at this time.

1. Transportation demand management measures such as, carpooling, van pooling, alternative work hours, telecommuting, and parking management;
2. Traffic operation improvements such as, intersection and roadway widening, alternate route development, channelization, traffic surveillance and control systems, motorist information systems, ramp metering, traffic control centers, and computerized signal systems;
3. Measures to encourage high occupancy vehicle (HOV) use such as, HOV lanes, HOV by-pass lanes, guaranteed ride home programs, and employer trip reduction ordinances;
4. Public transit capital improvements such as exclusive rights of way, bus by-pass ramps, park and ride and mode change facilities, and Para transit services;
5. Public transit operational improvements such as, service enhancement or expansion, traffic signal preemption, fare reductions, and transit information systems;
6. Measures to encourage the use of nontraditional modes such as bicycle facilities, pedestrian facilities, and ferry systems;
- 7. Congestion pricing;** ^A This concept, also known as value pricing or peak-period pricing, involves charging relatively higher prices for travel during peak periods. Fees are typically assessed electronically to eliminate delays associated with manual toll collection facilities.
8. Growth management and activity center strategies;
9. Access management techniques; Access Management is the proactive management of vehicular access points to land parcels adjacent to all manner of roadways. Good access management promotes safe and efficient use of the transportation network. Access Management encompasses a set of techniques that state and local governments can use to control access to highways, major arterials, and other roadways.
- 10. Incident management;** ^B Traffic Incident Management is a planned and coordinated process to detect, respond to, and remove traffic incidents and restore traffic capacity as safely and quickly as possible. This coordinated process involves a number of public and private sector partners, including: Law Enforcement, Fire and Rescue, Emergency Medical Services, Transportation, Public Safety Communications, Emergency Management, Towing and Recovery, Hazardous Materials Contractors, and Traffic Information Media.
- 11. Intelligent vehicle transportation system technologies;** ^B and
12. The addition of general purpose lanes (also covered by road widening in Strategy #2).

^A Congestion Pricing is not applicable in the ARTS area in the foreseeable future.

^B Incident Management and Intelligent Vehicle Transportation System Technologies will be available at the time of establishment of an Intelligent Transportation System (ITS) in the ARTS area. The availability of the necessary technology is required for these two strategies to be feasible

TABLE 6
2008 STRATEGY MATRIX

FOR EACH ROAD PLEASE INDICATE THE APPROPRIATENESS OF EACH STRATEGY BY INSERTING "Y" FOR YES, "N" FOR NO, OR "U" FOR UNDECIDED/DO NOT KNOW
DESCRIPTIONS OF STRATEGIES ARE ON THE CONGESTION MITIGATION STRATEGY SHEET

| ROAD | TERMINI | STRATEGY | | | | | | | | | | | |
|-----------------------------------|--|--|----|----|----|----|----|----|----|----|-----|-----|-----|
| | | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 |
| AIKEN COUNTY | | | | | | | | | | | | | |
| SC 118 | SC 302 (Wagener) to Silver Bluff Road | Y | Y | N | N | Y | Y | N | Y | Y | N | N | Y |
| Clearwater Road | US 25 to US 1 | (Runs not conducted due to five-lane construction) | | | | | | | | | | | |
| Ricland Avenue (Noon time Only) | Vaucluse Road to Bearfort Street | Y | Y | N | N | Y | Y | N | Y | Y | N | N | Y |
| Knox Avenue | Martintown Road to Georgia Avenue | Y | N | N | Y | Y | N | Y | Y | N | N | Y | Y |
| Silver Bluff Road | Whiskey Road to Savannah Drive | Y | Y | N | N | Y | Y | N | Y | Y | N | N | Y |
| US 1 / US 78 | Martintown Road to SC 118 | Y | Y | N | N | Y | Y | N | Y | Y | N | N | Y |
| Whiskey Road | Richland Avenue to Powderhouse Road | Y | Y | N | N | Y | Y | N | Y | Y | N | N | Y |
| COLUMBIA COUNTY | | | | | | | | | | | | | |
| SR223 | Wrightsboro Road/Gordon Highway | Y | Y | N | N | N | N | N | Y | Y | Y | U | N |
| Baston Road | Fury's Ferry Road/Washington Road | Y | Y | N | N | N | N | N | Y | Y | Y | U | N |
| Belair Road | Washington Road/ Wrightsboro Road | Y | Y | N | N | N | N | N | Y | Y | Y | U | N |
| Bobby Jones Expressway | Washington Road/I-20 | Y | Y | N | N | N | N | N | Y | N | Y | U | N |
| Columbia Road | Washington Road/Hereford Farm Road | Y | Y | N | N | N | N | N | Y | Y | Y | U | N |
| Flowing Wells Road | Wheeler Road/Washington Road | Y | Y | N | N | N | N | N | Y | Y | Y | U | N |
| Old Evans Road | Bobby Jones Exprway/Washington Road | Y | Y | N | N | N | N | N | Y | Y | Y | U | N |
| RICHMOND COUNTY | | | | | | | | | | | | | |
| 13th Street/RA Dent Boulevard | Reynolds Street/Wrightsboro Road | N | N | N | N | N | N | N | Y | Y | Y | U | N |
| 15th Street | Reynolds Street/MLK Boulevard | Y | Y | N | N | N | Y | N | Y | Y | Y | U | N |
| Greene Street | East Boundary Street/12th Street | N | N | N | N | N | N | N | Y | Y | Y | U | N |
| Jackson Rd./Walton Way/Davis Rd. | Washington Road/Wrightsboro Road | Y | Y | N | N | N | Y | N | Y | Y | Y | U | N |
| Tobacco Road | Deans Bridge Road/Doug Barnard Parkway | N | N | N | N | N | N | N | Y | Y | Y | U | N |
| Walton Way Segment #1 | Gordon Highway/Milledge Road | N | N | N | N | N | N | N | Y | Y | Y | U | N |
| Walton Way Segment #2 | Milledge Road/Bransford Road | Y | Y | N | N | N | N | N | Y | Y | Y | U | N |
| Washington Road | Pleasant Home Road/John C. Calhoun | Y | Y | N | N | N | N | N | Y | Y | Y | U | N |
| Wheeler Road | Flowing WellsRoad/Walton Way Ext. | Y | Y | N | N | N | N | N | Y | Y | Y | U | N |
| Wrightsboro Road Segment #2 | Jackson Road/Highland Avenue | N | N | N | N | N | N | N | Y | Y | Y | U | N |
| Wrightsboro Road Segment #1(Sat.) | Barton Chapel Road/Jackson Road | Y | Y | N | N | N | N | N | Y | Y | Y | U | N |

ARTS CONGESTION MITIGATION STRATEGIES AND PROJECTS

While the primary purpose of developing the strategy matrix is to examine the conditions, and suggested and planned improvements on roadways designated seriously congested, it serves a secondary purpose of identifying all congestion related improvements occurring in the study area. Of the strategies listed in Table 5 some have more potential than others at relieving congestion. The 2008 strategy matrix was developed to identify appropriate strategies for relieving congestion on each corridor in the study. A congestion mitigation strategy table was developed for each corridor studied (see Tables 7, 8, 9). The mitigation strategies establish viable options and agencies responsible for implementing measures to relieve congestion on these thoroughfares and aggressively target these corridors before they become more congested.

Mitigation strategies are the basis for developing roadway improvements. Projects can be planned for roadways and corridors without mitigation projects, through the ARTS Transportation Improvement Program (TIP) including the Tier 2 document, the Aiken, Columbia and Richmond County Special 1% Sales Tax Projects Construction Work Programs, or the Long Range Transportation Plan. Projects in the ARTS Transportation Improvement Program (TIP) and Tier 2 documents are considered active development projects. Tables for the years 1996-2008 are located in Appendix C. Tables that follow this section list all existing and planned projects along the CMP corridors studied.

2008 Corridor Projects:

Table 7 – Aiken County Congestion Mitigation Projects

Table 8 – Columbia County Congestion Mitigation Projects

Table 9 – Richmond County Congestion Mitigation Projects

TABLE 7
AIKEN COUNTY
2008 CONGESTION MITIGATION PROJECTS

| STRATEGY TYPE | PROJECT NAME | DESCRIPTION | RESPONSIBILITY | STATUS |
|---|-------------------------|---|----------------|--|
| BETTIS ACADEMY ROAD - FIELDS CEMETERY (I-20) TO ASCAGUA LAKE RD. | | | | |
| #2 Operation Improvements | Bettis Academy Road | Dedicated turn lanes are being considered as part of a proposed new housing development. | SCDOT | FY 2008 |
| BUENA VISTA AVENUE - GEORGIA TO MARTINTOWN RD. | | | | |
| #2 Operation Improvements | East Buena Vista Avenue | Scope has been amended, whereas a segment of E Buena Vista is now combined with a segment of Atomic Rd and one purpose and need established. E Buena Vista segment from Brookside Ave to Barton Rd will be three lanes with curb, gutter, sidewalk and center median through a portion of the alignment. Atomic Rd segment from E Buena Vista to Martintown Rd will be two lanes with turn lanes at E Buena Vista and Martintown Road and curb, gutter, sidewalk, and storm drainage. Atomic Rd segment from Martintown Rd to Old Edgefield Rd will be three or possibly five lanes with curb, gutter, sidewalk and storm drainage. For the Atomic Rd segment, the Advanced Project Planning Report was completed for the widening project in February 2007 (as referenced in the 2007 report.) | SCDOT | Listed as Priority # 5 in the FY 2008 - 2011 TIP. Was programmed for ROW acquisition in FY 2007 but has still not been obtained to date. Project has been recommended for funding from the proposed Economic Stimulus Bill package (2009). |
| CLEARWATER ROAD - US 25 TO US 1 | | | | |
| #2 Operation Improvements | Clearwater Road | The area near the interchange is currently under construction and being widened as part of the project. The remainder of the route from the I-520 interchange to US 1 has been recommended for widening to 5 lanes to accommodate increased traffic. | SCDOT | Construction near the interchange is underway. The SC SIB granted \$18 million in additional funds toward the Interchange project. These funds would allow for the completion of project scope items that were deleted due to the insufficiency of funds when the project was let. These items to be included would be the 5-lane widening of Belvedere Clearwater Rd in lieu of the current 3-lane widening from approx. 800 feet beyond Old Sudlow Lake Rd extending to the existing 5-lane section of Belvedere Clearwater Rd, the multi-use path, US 25 route widening and the I-20 / US 25 interchange. Final approval of the additional funds has been granted by the Joint Bond Committee, and the Commission has approved the addition of the remaining work items. The remainder of the route from the I-520 interchange to US 1, which has been proposed for widening to 5 lanes, has been recommended for funding for the |

TABLE 7
AIKEN COUNTY
2008 CONGESTION MITIGATION PROJECTS

| STRATEGY TYPE | PROJECT NAME | DESCRIPTION | RESPONSIBILITY | STATUS |
|---|-------------------------------------|---|----------------------|--|
| <i>DOUGHERTY ROAD - CONNECTION TO PAWNEE.</i> | | | | |
| #2 Operation Improvements | Dougherty Road connection to Pawnee | New road connecting Pawnee to Nielson, paving and improve Neilson and widening of Dougherty Road. | SCDOT, City of Aiken | Project is listed on the amended 2030 LRTP in 2008 and in the SIB application. Project has been recommended for funding from the proposed Economic Stimulus Bill Package (2009). |
| <i>GEORGIA AVENUE - SAVANNAH RIVER TO I-20</i> | | | | |
| #2 Operation Improvements | Georgia Avenue Extension | Phase 1 of access improvements for the North Augusta riverfront projects including the extension of Georgia Avenue to the Savannah River. | SCDOT | NTP was issued on May 8, 2007 and construction began May 28. The project was completed in November 2008. There are some utility negotiations ongoing with SCE&G and AT&T for additional utility service for the area. These utilities should be at no cost to the project, and it is anticipated that no additional time to the contract will be required to resolve the issues. |
| <i>SC 19 / LAURENS STREET - SOUTH BOUNDARY TO I-20</i> | | | | |
| #2 Operation Improvements | SC 19 | Consider adding the route to the Highway Corridor Overlay District. Widen SC 19 from Hampton Drive to Shiloh Church Rd to 4 lanes. | SCDOT, City of Aiken | Segment from Hampton Ave to I-20 is listed as Priority #9 in the FY 2008 - 2011 TIP. Segment from I-20 to Shiloh Church Rd is listed as Project #15 in the 2030 LRTP. |
| <i>RICHLAND AVENUE - VAUCLUSE TO BEAUFORT ST.</i> | | | | |
| #2 Operation Improvements | Richland Avenue | Consider adding the route to the Highway Corridor Overlay District in FY 2008. | SCDOT | FY 2008 |
| <i>SILVER BLUFF ROAD - WHISKEY RD. TO SAVANNAH DR.</i> | | | | |
| #2 Intersection Improvements | Silver Bluff Road | Widen 0.50 mile of SC 302 from Indian Creek Trail to Richardson's Lake Road to include wider 2 lanes and dedicated turn lanes at intersections. | SCDOT | Listed as Priority # 6 in the FY 2008 - 2011 TIP. Was programmed for ROW acquisition in FY 2007 & FY 2008. SCDOT provided conceptual drawings to City of Aiken in Fall 2008. "Purpose and need" was amended in 2008 and a public hearing is anticipated Spring 2009. Project has been recommended for funding from the proposed Economic Stimulus Bill Package (2009). |
| <i>SC 118 (HITCHCOCK PKWY) FROM US 1/US 78 TO SILVER BLUFF RD.</i> | | | | |
| #2 Operation Improvements | SC 118 | Widen to 4 lanes. Installed turn lanes to accommodate large developments along the corridor. Consider adding the route to the Highway Corridor Overlay District in FY 2008. | SCDOT | Listed as Priority #8 in the FY 2008-2011 TIP. The Advanced Project Planning Report was completed November 2006. The next step would be P/E which includes the Environmental Impact Statement and identifies any ROW needs. Project has been recommended for funding from the proposed Economic Stimulus Bill Package (2009). |

TABLE 7
AIKEN COUNTY
2008 CONGESTION MITIGATION PROJECTS

| STRATEGY TYPE | PROJECT NAME | DESCRIPTION | RESPONSIBILITY | STATUS |
|---|--|---|------------------------------------|---|
| <i>SC 118 (UNIVERSITY PKWY/ROBERT M. BELL PKWY) FROM SC 19 TO US 1/US 78.</i> | | | | |
| #2 Operation Improvements | SC 118 | Widen to 4 lanes. Installed turn lanes to accommodate the University of South Carolina Aikens's Convocation Center and baseball stadium . Consider adding ther route to the Highway Corridor Overlay District in FY 2008. | SCDOT | FY 2008: Project has been recommended for funding from the proposed Economic Stimulus Bill Package (2009). Listed on the amended 2030 LRTP in 2008 and in the SIB application. |
| <i>US 1 NORTH- RICHLAND AVENUE TO I-20</i> | | | | |
| #2 Operation Improvements | US 1 North | Consider adding the route to the Highway Corridor Overlay District in FY 2008. | SCDOT | FY 2008 |
| <i>US 1 / 78 - PINE LOG RD. TO MARTINTOWN RD.</i> | | | | |
| #2 Operation Improvements | US 1 / US 78 (Jefferson Davis Highway) | Consider adding the remainder of the route to the Highway Corridor Overlay District in FY 2008. | SCDOT | The idea of a corridor study has been brought up (in January 2009) for Aiken County to consider for FY 2010. |
| <i>WHISKEY ROAD - SILVERBLUFF RD CONNECTOR.</i> | | | | |
| #2 Operation Improvements | Whiskey Road/Silver Bluff Connector Road | The Whiskey Road/Silver Bluff Connector Road study is complete, and Aiken County conducted an engineering study for the selected route (Chime Bell Church Rd and Anderson Pond Rd). Project will be in four phases. | SCDOT, City of Aiken, Aiken County | Construction began March 2008 and completed Summer 2008 only on Phase 1 of 4 which included 1.4 miles of Anderson Pond improvements. Aiken County placed an overlay district with access management on Whiskey Road in June 2007. |
| <i>WHISKEY ROAD - RICHLAND AVE. TO POWDERHOUSE RD.</i> | | | | |
| #2 Operation Improvements | Whiskey Road/Powderhouse Connector Road | The Whiskey Road/Powderhouse Connector Road study is complete, and a preferred route (Alternate 8A map) was selected. | SCDOT, City of Aiken, Aiken County | Listed on the amended 2030 LRTP in 2008 and in the SIB application. Aiken County placed an overlay district with access management on Whiskey Road in June 2007. |
| <i>US-78 (CHARLESTON HWY) FROM EAST PINE LOG RD TO OLD DIBBLE RD.</i> | | | | |
| #2 Operation Improvements | US 78 (Charleston Highway) | Widen to 4 lanes | SCDOT, Aiken County | Project is shovel ready and has been recommended for funding from the proposed Economic Stimulus Bill Package (2009). |

TABLE 8
COLUMBIA COUNTY
2008 CONGESTION MITIGATION PROJECTS

| STRATEGY TYPE | PROJECT NAME | DESCRIPTION | RESPONSIBILITY | STATUS |
|---|-----------------------------------|---|-----------------------|--|
| SR223-WRIGHTSBORO ROAD TO GORDON HIGHWAY | | | | |
| No projects scheduled at this time. | | | | |
| BASTON ROAD- FURY'S FERRY ROAD TO WASHINGTON ROAD | | | | |
| #2 Operation Improvements | Baston Road @ Old Petersburg Road | Removed traffic signal at the intersection from coordination plan along Washington Road corridor. | GDOT | Intersection is currently operating under free (isolated) conditions. |
| BELAIR ROAD - WASHINGTON ROAD TO WRIGHTSBORO ROAD | | | | |
| #2 Operation Improvements | SR 383 Signal Upgrade | Replaced and/or upgraded signal equipment at eight intersections along the SR 383 corridor in Columbia County, to include new cabinets w/accessories and new detection equipment, consisting of a mix of video and inductance loop detection. | GDOT | Completed FY 2008-2009 |
| BOBBY JONES EXPRESSWAY - WASHINGTON ROAD TO I-20 | | | | |
| #2 Operation Improvements | I-20 @ I-520 Interchange | Reconstruct interstate interchange. Project includes a new grade-separated interchange at Scott Nixon Dr. and I-520 | GDOT | Project under construction. |
| COLUMBIA ROAD-WASHINGTON ROAD TO HEREFORD FARM ROAD | | | | |
| #2 Operation Improvements | Columbia Road (SR 232) | Widen to four lanes with turn lanes as needed from Crawford creek to CR 223. | GDOT, Columbia County | \$1,027,000 programmed for ROW acquisition in FY 2008. |
| FLOWING WELLS ROAD - WHEELER ROAD TO WASHINGTON ROAD | | | | |
| #2 Operation Improvements | Flowing Wells Rd. | Widen to four lanes with concrete median from Wheeler Rd. to Washington Rd. | GDOT, Columbia County | Currently on hold. Columbia County is proposing upgrading three intersections along Flowing Wells (Pleasant Home Rd., Columbia Rd., and Wheeler/Mason Mcknight) to include turn lanes. Columbia county has requested permission GDOT to upgrade these intersections and monitor the entire corridor until the interstate work had been completed. The corridor will then be evaluated to determine the best course of action for improving Flowing Wells Road. |

TABLE 8
COLUMBIA COUNTY
2008 CONGESTION MITIGATION PROJECTS

| <i>OLD EVANS ROAD - BOBBY JONES EXPRESSWAY TO WASHINGTON ROAD</i> | | | | |
|---|---------------------|--|-----------------|--|
| #2 Operation Improvements | Washington Road | Addition of a traffic signal for the new Home Depot site in Evans. | Developer | Installed 2007 |
| #2 Operation Improvements | Old Petersburg Road | Road will be widened to match existing Riverwatch Parkway from Baston Road and ti will tie into the intersection of Town Center Drive and Washington Road. Right of way is in progress now. | GDOT | Construction tentively scheduled for February 2010. |
| <i>WASHINGTON ROAD - HARDY MCMANUS TO PLEASANT HOME ROAD</i> | | | | |
| #2 Operation Improvements | Washington Road | Columbia County is in the process of designing a five lane section from Gibbs Road to William Few Parkway. Columbia County will have full responsibility. No other section of Washington Road is being modified at this time. In the process of acquiring a consultant for this project. | Columbia County | SPLOST Funds allocation. Construction to begin 2011. |
| <i>OLD EVANS ROAD - BOBBY JONES EXPRESSWAY TO WASHINGTON ROAD</i> | | | | |
| #2 Operation Improvements | Old Evans Road | Wrightsboro Road from Lewiston Road (SR 388) to Jimmie Dyess Parkway (SR 383). This will widen to a 5 lane section. | GDOT | Long Range |

TABLE 9
RICHMOND COUNTY
2008 CONGESTION MITIGATION PROJECTS

| STRATEGY TYPE | PROJECT NAME | DESCRIPTION | RESPONSIBILITY | STATUS |
|--|--|--|-------------------------------|--|
| 13TH STREET/RA DENT BOULEVARD - REYNOLDS STREET TO WRIGHTSBORO ROAD | | | | |
| No projects scheduled at this time. | | | | |
| 15TH STREET - REYNOLDS STREET TO MLK BOULEVARD | | | | |
| #2 Operation Improvements | Fifteenth St. @ Central Ave. Intersection Improvements | Intersection improvements and traffic signal installation. | GDOT, Augusta-Richmond County | Programmed for construction during FY 2008 |
| #2 Operation Improvements | Fifteenth Street/ SR 4 | Widen to four lanes/six lanes, with turn lanes as needed, from Milledgeville Road to Government street. | GDOT, Augusta-Richmond County | \$5,000,000 programmed for ROW acquisition in FY 2008 |
| #2 Operation Improvements | St. Sebastian Way/Greene Street Extension | Modifications and additions to streets, railroad and related improvements in the vicinity of the grade crossing of the CSX Railroad and Fifteenth Street. | GDOT, Augusta-Richmond County | Programmed for construction during FY 2008. |
| #6 Encourage Non-traditional Transportation Modes | St. Sebastian Way/Greene Street Extension | The road widening and extension project includes bicycle and pedestrian improvements connecting the medical complex to the Augusta Canal multi-use trail. | GDOT, Augusta-Richmond County | Programmed for Construction during FY 2008. |
| GREEN STREET - EAST BOUNDARY STREET TO 12TH STREET | | | | |
| No projects scheduled at this time. | | | | |
| JACKSON ROAD/WALTON WAY EXT./DAVIS ROAD - WASHINGTON ROAD TO WRIGHTSBORO ROAD | | | | |
| #2 Operation Improvements #6 Encourage Non-Traditional Transportation Modes | Davis Road/Walton Way Ext. Widening Project | Widen to four lanes with turn lanes as needed, from Skinner Mill Rd. to Washington Road. Includes 1/2 diamond interchange at I-20 and intersection improvements at Washington Road, Pleasant Home Road, and Robert C. Daniel Pkwy. Improvements include bicycle and pedestrian facilities. | GDOT | Project under construction and scheduled for completion by January 2008. |
| TOBACCO ROAD - DEANS BRIDGE ROAD TO DOUG BARNARD PARKWAY | | | | |
| No projects scheduled at this time. | | | | |
| WALTON WAY SEGMENT #1 - GORDON HIGHWAY TO MILLEDGE ROAD | | | | |
| No projects scheduled at this time. | | | | |
| WALTON WAY SEGMENT #2 - MILLEDGE ROAD TO BRANSFORD ROAD | | | | |
| No projects scheduled at this time. | | | | |

**TABLE 9
RICHMOND COUNTY
2008 CONGESTION**

| WASHINGTON ROAD - PLEASANT HOME ROAD TO JOHN C. CALHOUN EXPRESSWAY | | | | |
|---|--|--|-------------------------------|---|
| #2 Operation Improvements | Washington Road Intersection Improvements | Improvements on Washington Road at Boy Scout Rd. Center West Parkway | Augusta-Richmond County | Project scheduled to be let in late 2007. |
| #2 Operation Improvements | Washington Road Signal Upgrades | Signal Upgrade, fiber optic interconnect, and signal timing upgrades between Woodbine Road and Furys Ferry Road | GDOT | Project completed in April 2009 |
| WHEELER ROAD - FLOWING WELLS ROAD TO WALTON WAY EXTENSION | | | | |
| #2 Operation Improvements | I-20 @ I-520 Interchange | Reconstruct interstate interchange including the addition of collector-distributor lanes along eastbound and westbound I-520 | GDOT | Project under construction. |
| WRIGHTSBORO ROAD SEGMENT #2 - JACKSON ROAD TO HIGHLAND AVENUE | | | | |
| No projects scheduled at this time. | | | | |
| WRIGHTSBORO ROAD SEGMENT #1 - BARTON CHAPEL ROAD TO JACKSON ROAD | | | | |
| #2 Operation Improvements | Wrightsboro Road between I-520 and Jimmy Dyess Parkway | Widening to four lanes with left-turn lanes where needed. Project also includes realigning Barton Chapel Road to Augusta West Parkway and installation of traffic signal at Belair Road. | GDOT, Augusta-Richmond County | 80% of Right-of-Way Acquired; project is in GDOT Long Range Plan |
| #2 Operation Improvements | Wrightsboro Road between I-520 and Marks Church Road | Signal upgrades and turn lane additions | Augusta-Richmond County | Design work is being revised. Project should be under construction in 2010. |

SUMMARY OF RESULTS AND FUTURE SCHEDULE

The ARTS Congestion Management System (now CMP) has been in use since 1995. Based on the CMP, congestion mitigation strategies have been developed and several of the strategies have been implemented. The CMP process is changing as the staff gains more experience with the process. For example, two Saturday routes were added to the study to monitor congestion on busy weekend corridors. Wrightsboro Road was divided into three segments in 1998 to address the differences in roadway type and traffic generators along the corridor. Walton Way was divided into two segments to address different land uses and traffic generators along the corridors. In 1999, Aiken County expanded the CMP data collection corridors to study congestion during school release periods along Pine Log Road and Dougherty Road. That same year Richland Avenue was added to measure congestion during the noon hour. In 2004, the Old Evans Road corridor extent was changed to Washington Road from Belair Road.

GDOT is in the process of expanding the ITS program throughout the State of Georgia. Augusta is one of the locations in Georgia where ITS is being considered as a congestion mitigation strategy. Augusta has experienced the benefits of ITS through the Mobile ITS used during the Masters Tournaments since 1998. The congestion relief brought about by the use of the Mobile ITS has been very promising. Cameras have been installed at J.C. Calhoun Expressway and 15th Street. Traffic signals are being installed, timed, and coordinated to manage congestion. These improvements will be tied into the Traffic Control Center (TCC) when it is constructed. Intersection improvements, such as the addition of left and right turn lanes, are aiding in congestion relief throughout the ARTS area. Documents such as the Intersection Accident Analysis and the Congestion Management System are readily available to assist county officials and engineers in developing management strategies.

A summary of the performance categories of each of the corridors studied this year and the past few years is found in Tables 11-13. Tables 1 and 10 contain the ARTS CMP corridor classification criteria. Some roads have more than one classification, according to the time of day and direction. For example, in 2007 Aiken's Dougherty Road was designated as BC-WBAM; NPC-EBAM; SC-WBPM; SC-EBPM. Using the information in Table 10, this means that Dougherty Road was "Severely Congested" in the evening in both directions. It was "Borderline Congested" going westbound in the morning, and "Not Presently

Congestion” in the morning going eastbound. It is important to make this distinction because improvements may only be needed on one side of the road or to accommodate heavy traffic at a particular time of the day. The data provided in these tables will be useful in completing Task 6 which involves developing a process to evaluate the CMP and ISTEAs management. A schedule outlining the corridors to be run in future years is also included in the tables. The following information is helpful when examining the results and future schedule tables.

Table 10
ARTS CMP RUN SCHEDULE

| Classification | Description | Schedule |
|-------------------------------|--|-----------------|
| Not Presently Congested (NPC) | > = Posted Speed Limit. | Every 5 Years |
| At Risk of Congestion (ARC) | 1% - 15% below the Posted Speed Limit. | Every 4 Years |
| Borderline Congested (BC) | 15% to 25% below the Posted Speed Limit. | Every 3 Years |
| Marginally Congested (MC) | 25% to 30% below the Posted Speed Limit. | Every 2 Years |
| Seriously Congested (SC) | > 30% below the Posted Speed Limit. | Every Year |

In 2001, changes were made to the CMP run schedule that resulted in the addition of the Borderline Congested (BC) category and the redefinition of the Not Presently Congested (NPC) category. Under the new definition, Not Presently Congested applies to corridors whose average speed is equal to or above the posted speed limit. Previously, these roads would have been classified in the same category as roads with speeds up to 15% slower than the posted speed limit. Roads that are not presently congested will be studied every five years instead of every three years (as they were in the past). By studying these roads less frequently, the ARTS staff and area engineers can focus more of their time on studying and creating strategies to alleviate congestion on roads that are actually congested. Therefore a road that was “Not Presently Congested” in 2000 may have a different description in 2001 due to the changes in the run schedule table.

In addition to adding the Borderline Congested (BC) category, the schedule for studying corridors was altered in 2001. Seriously congested (SC) roads will continue to be studied

every year, marginally congested (MC) roads every two years, borderline congested (BC) roads every three years, roads at risk of congestion (ARC) every four years, and roads not presently congested (NPC) will be studied every five years. This will also help ARTS staff and area engineers focus their time and efforts on the more congested roads as they are studied more frequently than less congested roads. No roads have been deleted from the CMP.

It is important to note these changes when comparing 2001 road designations to those studied in previous years. For example, roads designated ARC in 2001 have different speed limits deviation criteria than in 2000 or earlier. Roads with split category classifications will follow the schedule with the more congested designation. Example: a road with 2 ARC periods and 2 MC periods would follow the MC schedule and be run every other year. In the event that a corridor has three or four designations, the ARTS staff and area engineers will determine how often it shall be studied.

Table 11
ARTS Congestion Management System Classifications and Future Schedule
Aiken County

| Aiken County CMP Routes | | | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|--------------------------------|--------------------|--|--|---|--|-------------|-------------|-------------|-------------|-------------|
| Bettis Academy | From To | Ascagua Lake Road Fields Cemetery | | | | DUE | | | | DUE |
| Dougherty Road | From To | Whiskey Road Silver Bluff Road | BC-WBAM ARC-EBAM MC-WBPM SC-EBPM | BC-WBAM NPC-EBAM SC-WBPM SC-EBPM | | | DUE | | | DUE |
| Dougherty Road 3:00 PM | From To | Whiskey Road Silver Bluff Road | | | | DUE | | | | |
| Laurens Street / SC 19 | From To | South Boundary I-20 | SC at all times | NPC at all times | | | | | DUE | |
| Pine Log Road | From To | US 78 Silver Bluff Road (Eastern End) | ARC-WBAM ARC-EBAM ARC-WBPM BC-EBPM | | | | DUE | | | |
| Pine Log Road 3:15 PM | From To | US 78 Silver Bluff Road (Eastern End) | | | | | DUE | | | |
| Richland Avenue 12:00 PM | From To | Vaucluse Road Beaufort Street | SC at all times | | SC- EB NOON MC- WB NOON | | DUE | | | |
| SC 118 | From To | US 78 Silver Bluff Road | | | ARC at all times | | | | DUE | |
| Silver Bluff Road | From To | Whiskey Road Savannah Drive | MC-SBAM SC-NBAM SC-SBPM SC-NBPM | ARC-SBAM SC-NBAM SC-SBPM SC-NBPM | SC at all times | DUE | DUE | DUE | DUE | DUE |
| US1 | From To | York Street I-20 | NPC-SBAM NPC-NBAM ARC-SBPM NPC-NBPM | | | | | DUE | | |
| US 1 / US 78 | From To | Martintown Road Pine Log Road | | | SC at all times | DUE | DUE | DUE | DUE | DUE |
| Whiskey Road | From To | Richland Avenue Powderhouse Road | BC-SBAM SC-NBAM SC-SBPM SC-NBPM | BC-SBAM BC-NBAM SC-SBPM MC-NBPM | BC- SB AM MC- NB AM SC- SB PM MC- NB PM | DUE | DUE | DUE | DUE | DUE |

WBAM – Westbound AM Peak
WBPM – Westbound PM Peak
EBAM – Eastbound AM Peak
EBPM – Eastbound PM Peak

SBAM – Southbound AM Peak
SBPM – Southbound PM Peak
NBAM – Northbound AM Peak
NBPM – Northbound PM Peak

DUE/Construction – Roadway was not run because it was under construction at the time of the study.

Table 11
ARTS Congestion Management System Classifications and Future Schedule
Aiken County

| North Augusta CMP Routes | | | | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|--------------------------|--------------------|---|--|---|--|---|------|------|------|------|------|
| Atomic Road | From To | Buena Vista Avenue Silver Bluff Road | | NPC at all times | | | | | DUE | | |
| Buena Vista Avenue | From To | Martintown Road Georgia Avenue | | ARC-WBAM MC-EBAM BC-WBPM BC-EBPM | | | DUE | | | DUE | |
| Clearwater Road | From To | US 25 US 1 | | | | DUE/CONSTRUCTION | | | DUE | | |
| Georgia Avenue | From To | Savannah River I-20 | | | BC-SBAM BC-NBAM ARC-SBPM BC-NBPM | | | DUE | | | DUE |
| Knox Avenue | From To | Martintown Road Georgia Avenue | | | | SC-SBAM BC-NB AM MC-SBPM SC-NBPM | DUE | DUE | DUE | DUE | DUE |
| Martintown Road | From To | Jeff Davis/US 1 I-20 | | | ARC-WBAM ARC-EBAM BC-WBPM BC-EBPM | | | DUE | | | DUE |

WBAM – Westbound AM Peak

SBAM – Southbound AM Peak

WBPM – Westbound PM Peak

SBPM – Southbound PM Peak

EBAM – Eastbound AM Peak

NBAM – Northbound AM Peak

EBPM- Eastbound PM Peak

NBPM – Northbound PM Peak

Due/Construction – Roadway was not run because it was under construction at the time of the study.

Table 12
ARTS Congestion Management System Classifications and Future Schedule
Columbia County

| Columbia County CMP Routes | | | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|----------------------------|------------|--|---------------------|--|--|------------------|------|------|------|------|
| I-20 | From To | Euclaw Creek Columbia/Richmond County Line | NPC at all times | | | | | DUE | | |
| SR 223 | From To | Wrightsboro Road Gordon Highway | | | MC-WBAM SC-EBAM SC-WBPM SC-EBPM | DUE | DUE | DUE | DUE | DUE |
| Baston Road | From To | Fury's Ferry Road Washington Road | | | MC-WBAM SC-EBAM MC-WBPM SC-EBPM | DUE | DUE | DUE | DUE | DUE |
| Belair Road | From To | Washington Road Wrightsboro Road | | | SC-WBAM SC-EBAM SC-WBPM SC-EBPM | DUE | DUE | DUE | DUE | DUE |
| Bobby Jones Expressway | From To | Washington Road I-20 | | SC-WBAM BC-EBAM SC-WBPM SC-EBPM | Due/Construction | Due/Construction | | | | |
| Columbia Road | From To | Washington Road Hereford Farm Road | | | BC-WBAM ARC-EBAM SC-WBPM ARC-EBPM | | | | DUE | |
| Evans-to-Locks Road | From To | Stevens Creek Road Washington Road | | SC-WBAM SC-EBAM MC-WBPM BC-EBPM | | DUE | | | | |
| Flowing Wells Road | From To | Wheeler Road Washington Road | | SC at all times | SC-WBAM SC-EBAM SC-WBPM SC-EBPM | DUE | DUE | DUE | DUE | DUE |
| Fury's Ferry Road | From To | Savannah River Washington Road | | SC-SBAM BC-NBAM BC-SBPM BC-NBPM | | | DUE | | | |
| Old Evans Road | From To | Bobby Jones Washington Road | | | SC-WBAM SC-EBAM SC-WBPM SC-EBPM | DUE | DUE | DUE | DUE | DUE |

WBAM – Westbound AM Peak

WBPM – Westbound PM Peak

EBAM – Eastbound AM Peak

EBPM – Eastbound PM Peak

SBAM – Southbound AM Peak

SBPM – Southbound PM Peak

NBAM – Northbound AM Peak

NBPM – Northbound PM Peak

Due/Construction – Roadway was not run because it was under construction at the time of the study.

Table 12
ARTS Congestion Management System Classifications and Future Schedule
Columbia County

| Columbia County CMP Routes | | | | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|----------------------------|------------|--|---|--|------|------|------|------|------|------|------|
| Old Petersburg Road | From To | Riverwatch Parkway Old Evans Road | | SC-WBAM SC-EBAM MC-WBPM MC-EBPM | | | DUE | | | | |
| Washington Road | From To | Hardy McManus Road Pleasant Home Road | MC-WBAM ARC-EBAM MC-WBPM BC-EBPM | | | | DUE | | | | |
| Wrightsboro Road | From To | Barton Chapel Road Robinson Avenue | | | | | DUE | | | | |

WBAM – Westbound AM Peak

SBAM – Southbound AM Peak

WBPM – Westbound PM Peak

SBPM – Southbound PM Peak

EBAM – Eastbound AM Peak

NBAM – Northbound AM Peak

EBPM – Eastbound PM Peak

NBPM – Northbound PM Peak

Due/Construction – Roadway was not run because it was under construction at the time of the study.

Table 13
ARTS Congestion Management Process Classifications and Future Schedule
Richmond County

| Richmond County CMP Routes | | | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|--|----------------|---------------------------------------|--|--|--|------------------|------|------|------|------|
| I-20 | From To | Richmond Co. Line River Watch Pkwy | NPC at all times | | | | | DUE | | |
| I-520 | From To | I-20 Laney Walker Blvd. | | | | Due/Construction | | | | |
| 13th Street/RA Dent Boulevard | From To | Reynolds Street Wrightsboro Road | | | SC-SBAM SC-NBAM SC-SBPM SC-NBPM | DUE | DUE | DUE | DUE | DUE |
| 15th Street | From To | Reynolds Street Wrightsboro Road | | SC-SBAM SC-NBAM SC-SBPM MC-NBPM | SC-SBAM SC-NBAM SC-SBPM SC-NBPM | DUE | DUE | DUE | DUE | DUE |
| SR 56/Mike Padgett Hwy | From To | Lumpkin Road SR 56 Loop | ARC-SBAM NPC-NBAM NPC-SBPM ARC-NBPM | | | | | DUE | | |
| Deans Bridge Road | From To | MLK Boulevard Willis Foreman Rd | ARC-SBAM ARC-NBAM BC-SBPM BC-NBPM | | | | DUE | | | |
| Doug Barnard Pkwy/New Savannah Rd | From To | Gordon Highway Tobacco Road | NPC at all times | NPC at all times | | | | | DUE | |
| Greene Street | From To | E. Boundary Street 12th Street | | | SC-WBAM ARC-EBAM BC-WBPM ARC-EBPM | | | DUE | | |
| Gordon Highway | From To | Savannah River SR 223 | NPC-SBAM ARC-NBAM NPC-SBPM ARC-NBPM | | | | | DUE | | |
| Jackson Road/ Walton Way Ext/Davis Road. | From To | Washington Road Wrightsboro Road | | | BC-SBAM MC-NBAM SC-SBPM MC-NBPM | | DUE | | | |
| John C. Calhoun Expressway | From To | Washington Road 12th Street | NPC at all times | | | | | DUE | | |
| Peach Orchard Road | From To | Tubman Home Road SR 88 | ARC-SBAM ARC-NBAM SC-SBPM BC-NBPM | NPC at all times | | | | | DUE | |

WBAM – Westbound AM Peak
EBPM- Eastbound PM Peak

SBAM – Southbound AM Peak
NBPM – Northbound PM Peak

WBPM – Westbound P SBPM – Southbound PM Peak

EBAM – Eastbound AM Peak NBAM – Northbound AM Peak

Due/Construction – Roadway was not run because it was under construction at the time of the study.

Table 13
ARTS Congestion Management Process Classifications and Future Schedule
Richmond County

| Richmond County CMP Routes | | | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|---|------------|---|---|--|---|------|------|------|------|------|
| River Watch Pkwy | From To | Pleasant Home Rd Fifteenth Street | NPC-SBAM NPC-NBAM ARC--SBPM NPC-NBPM | | | | | DUE | | |
| Tobacco Road | From To | Deans Bridge Road Doug Barnard Pkwy | | | SC-SBAM BC-NBAM ARC--SBPM BC-NBPM | | | DUE | | |
| Walton Way Segment #1 | From To | Gordon Highway Milledge Road | | | MC-SBAM SC-NBAM MC--SBPM MC-NBPM | | DUE | | | |
| Walton Way Segment #2 | From To | Milledge Road Bransford Road | | | SC-SBAM MC-NBAM MC--SBPM MC-NBPM | | DUE | | | |
| Walton Way Ext. | From To | Bransford Road Jackson Road | | ARC-WBAM NPC-EBAM NPC-WBPM NPC-EBPM | | | | | DUE | |
| Washington Road | From To | Pleasant Home Rd John C. Calhoun Expressway | | SC-WBAM SC-EBAM SC-WBPM MC-EBPM | ARC-WBAM MC-EBAM SC-WBPM BC-EBPM | | DUE | | | |
| Wheeler Road | From To | Flowing Wells Road Walton Way Ext. | | SC at all times | MC-WBAM SC-EBAM SC-WBPM BC-EBPM | DUE | DUE | DUE | DUE | DUE |
| Windsor Spring Rd | From To | Peach Orchard Rd SR 88 | NPC at all times | | | | | DUE | | |
| Wrightsboro Road Segment 1 | From To | Barton Chapel Road Jackson Road | | NPC-WBAM BC-EBAM BC-WBPM ARC-EBPM | | | DUE | | | |
| Wrightsboro Road Segment 2 | From To | Jackson Road Highland Avenue | | | ARC-WBAM NPC-EBAM BC-WBPM ARC-EBPM | | | DUE | | |
| Wrightsboro Road Segment 3 | From To | Highland Avenue Fifteenth Street | SC-WBAM SC-EBAM ARC-WBPM SC-EBPM | MC-WBAM SC-EBAM SC-WBPM BC-EBPM | | DUE | DUE | DUE | DUE | DUE |
| Wrightsboro Road * Segment 1 (Saturday) | From To | Barton Chapel Road Jackson Road | | | SC-WBPM SC-EBPM | DUE | DUE | DUE | DUE | DUE |

WBAM – Westbound AM Peak

SBAM – Southbound AM Peak

WBPM – Westbound P SBPM – Southbound PM Peak

EBAM – Eastbound AM Peak NBAM – Northbound AM Peak

EBPM- Eastbound PM Peak

NBPM – Northbound PM Peak

Due/Construction – Roadway was not run because it was under construction at the time of the study.

Appendix A

CMP WORK PLAN HISTORY

CMP WORK PLAN HISTORY

The ARTS CMP work plan was designed to focus on major travel corridors in the urbanized area. The work plan is divided into four sections. Each of the four sections detailed the tasks and sub-tasks that would be required in order to have a fully implemented CMP by the October 1, 1996 deadline. The tasks are:

Role of the CMP

CMP development tasks

Implementation Schedule

Organizational Responsibilities

Task 1: Identify CMP Boundaries and Corridors for the ARTS Area

The Augusta Regional Transportation Study (ARTS) Congestion Management Process (CMP) work plan was completed in 1995 (base year). The metropolitan area boundary of the ARTS area was adopted as the physical boundary of the CMP. The study first identified all the major travel corridors. Travel corridors were selected based on an inventory of existing traffic counts, past travel time surveys, socioeconomic data and MPO committees' discussions to identify possible areas of concern. All the major travel corridors that were identified were selected along with any collectors and arterials that demonstrated a potential for congestion. All the base year CMP corridors were included in the 1995 time travel study.

Task 2: Define CMP Performance Measures

Performance measures determine data requirements during the planning process and are the means to identify problems. The ARTS Metropolitan Planning Organization sub-committees devised the CMP performance measures after studying the base year (1995) time travel data. The performance measures rated roads based on the difference between driving speed and posted speed limit. The measures were designed to make the data collection process systematic and effective without making them too difficult or expensive to implement. See Table A-1. The performance measures were amended in 2001 to include a new category "Borderline Congestion (BC)."

| Table A-1 Performance Measures ARTS Congestion Management Process | |
|--|---|
| Category | Average Speed |
| Not Presently Congested (NPC) | \geq Posted speed limit. |
| At Risk of Congestion (ARC) | 1% - 15% below the posted speed limit |
| Borderline Congested (BC) | 15% - 25% below the posted speed limit |
| Marginally Congested (MC) | 25% - 30 % below the posted speed limit |
| Seriously Congested (SC) | $> 30\%$ below the posted speed limit |

Task 3: Develop Data Collection Process

The CMP subcommittee developed data collection guidelines that are still in use. The ARTS data collection needs were tailored to its performance measures. The data collection strategy is regional and has a multi-year perspective. But the process itself is simple and inexpensive and the frequency of collection is determined by the roadway performance measure. Table A-2 contains the data collection schedule of roadways based on their designation. Between 1995 and 2007 travel time data was collected manually. However, 2003 travel time data was collected using a Global Positioning System unit. Beginning 2008, travel time data collection will revert back using the GPS equipment. The GPS method is far more accurate and requires minimum transcription than the manual method that had been used before.

TABLE A-2
ARTS CMP DATA COLLECTION SCHEDULE

| | |
|--|---------------|
| Not Presently Congested (in 3 or more periods) | Every 5 Years |
| At Risk of Congestion (in 3 or more periods) | Every 4 Years |
| Borderline Congested (in 3 or more periods) | Every 3 Years |
| Marginally Congested (in 3 or more periods) | Every 2 Years |
| Seriously Congested (in 2 or more periods) | Every Year |

*Roads with split designation will follow the schedule with the more congested designation. Example: a road with 2 ARC periods and 2 MC periods would follow the MC schedule and be run every other year.

Task 4: Develop Analytical Framework for Evaluating CMP Strategies

The goal of this task was to develop appropriate congestion reduction strategies that could be integrated into the existing ARTS area planning process. A secondary goal was to analyze and evaluate selected CMP strategies to improve system performance. Since 1996, the second year when travel time data was collected, supplemental data on seriously congested corridors was also collected. This data was evaluated in a matrix against congestion mitigation strategies. The results from this matrix are presented to the ARTS committees. The 1996 CMP Report contains a full description of the work on this task.

Task 5: Implement the CMP

Under this task the collected data is utilized to identify system deficiencies and develop response strategies on a continuing basis. This ensures that the CMP is integrated into the continuous ARTS planning process.

Task 6: Develop Process to Evaluate CMP as an SAFETEA-LU Management System

The staff developed a standard CMP evaluation process that has been used over time to assess effectiveness and improve performance. This evaluation is incorporated into the yearly reports through a summary of current conditions and change in conditions due to improvements. An example of CMP process improvement is the addition of two Saturday routes to study congestion on busy weekend commercial corridors.

Appendix B

AIKEN COUNTY

2008 SEGMENT SPEED WORKSHEETS

SEGMENT SPEED CALCULATION WORKSHEET

SOUTHBOUND AM

| 2008 | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | | | | |
|-------------|---------------------------------|-------------------------|-------------------------|-------------------------|------------------------|------------------------|-----------------------------|-----------------------------------|-------------------------------------|--------------------------|--------------------------|---|
| STREET | CONTROL POINT | RUN #1 IN SECONDS | RUN #2 IN SECONDS | RUN #3 IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS x 3600) | TOTAL AVERAGE MPH* | POSTED SPEED LIMIT | PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT |
| Whiskey Rd. | | | | | | | | | | | | |
| | Richland Ave. | | | | | | | | | | | |
| | South Boundary | 104 | 160 | 94 | 358 | 119 | 0.44 | 0.00369 | 13 | 1 | 30 | -55.75 |
| | Pine Log Rd. | 296 | 304 | 280 | 880 | 293 | 2.26 | 0.00770 | 28 | 13 | 35 | -20.75 |
| | East Gate Dr. | 96 | 114 | 150 | 360 | 120 | 0.94 | 0.00783 | 28 | 6 | 35 | -19.43 |
| | Brookhaven Dr. | 50 | 51 | 53 | 154 | 51 | 0.58 | 0.01130 | 41 | 5 | 40 | 1.69 |
| | Powderhouse Rd. | 58 | 97 | 64 | 219 | 73 | 0.58 | 0.00795 | 29 | 3 | 45 | -36.44 |
| | | | | | | | 4.8 | | | 28 | | |

SOUTHBOUND PM

| 2008 | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | | | | |
|-------------|---------------------------------|-------------------------|-------------------------|-------------------------|------------------------|------------------------|-----------------------------|-----------------------------------|-------------------------------------|--------------------------|--------------------------|---|
| STREET | CONTROL POINT | RUN #1 IN SECONDS | RUN #2 IN SECONDS | RUN #3 IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS x 3600) | TOTAL AVERAGE MPH* | POSTED SPEED LIMIT | PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT |
| Whiskey Rd. | | | | | | | | | | | | |
| | Richland Ave. | | | | | | | | | | | |
| | South Boundary | 69 | 70 | 161 | 300 | 100 | 0.44 | 0.00440 | 16 | 1 | 30 | -47.20 |
| | Pine Log Rd. | 336 | 382 | 331 | 1049 | 350 | 2.26 | 0.00646 | 23 | 11 | 35 | -33.52 |
| | East Gate Dr. | 166 | 183 | 151 | 500 | 167 | 0.94 | 0.00564 | 20 | 4 | 35 | -41.99 |
| | Brookhaven Dr. | 53 | 84 | 71 | 208 | 69 | 0.58 | 0.00837 | 30 | 4 | 40 | -24.71 |
| | Powderhouse Rd. | 125 | 89 | 74 | 288 | 96 | 0.58 | 0.00604 | 22 | 3 | 45 | -51.67 |
| | | | | | | | 4.8 | | | 23 | | |

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

SEGMENT SPEED CALCULATION WORKSHEET

NORTHBOUND AM

| 2008 | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | | | | |
|-------------|---------------------------------|-------------------------|-------------------------|-------------------------|------------------------|------------------------|-----------------------------|-----------------------------------|-------------------------------------|--------------------------|--------------------------|---|
| STREET | CONTROL POINT | RUN #1 IN SECONDS | RUN #2 IN SECONDS | RUN #3 IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS x 3600) | TOTAL AVERAGE MPH* | POSTED SPEED LIMIT | PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT |
| Whiskey Rd. | | | | | | | | | | | | |
| | Powderhouse Rd. | | | | | | | | | | | |
| | Brookhaven Dr. | 50 | 49 | 66 | 165 | 55 | 0.58 | 0.01055 | 38 | 5 | 45 | -15.64 |
| | East Gate Dr. | 68 | 49 | 53 | 170 | 57 | 0.58 | 0.01024 | 37 | 4 | 40 | -7.88 |
| | Pine Log Rd. | 234 | 306 | 130 | 670 | 223 | 0.94 | 0.00421 | 15 | 3 | 35 | -56.71 |
| | South Boundary | 312 | 384 | 302 | 998 | 333 | 2.26 | 0.00679 | 24 | 12 | 35 | -30.12 |
| | Richland Ave. | 86 | 122 | 69 | 277 | 92 | 0.44 | 0.00477 | 17 | 2 | 30 | -42.82 |
| | | | | | | | | | | | | |
| | | | | | | | 4.8 | | | 25 | | |

NORTHBOUND PM

| 2008 | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | | | | |
|-------------|---------------------------------|-------------------------|-------------------------|-------------------------|------------------------|------------------------|-----------------------------|-----------------------------------|-------------------------------------|--------------------------|--------------------------|---|
| STREET | CONTROL POINT | RUN #1 IN SECONDS | RUN #2 IN SECONDS | RUN #3 IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS x 3600) | TOTAL AVERAGE MPH* | POSTED SPEED LIMIT | PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT |
| Whiskey Rd. | | | | | | | | | | | | |
| | Powderhouse Rd. | | | | | | | | | | | |
| | Brookhaven Dr. | 65 | 50 | 46 | 161 | 54 | 0.58 | 0.01081 | 39 | 5 | 45 | -13.54 |
| | East Gate Dr. | 69 | 86 | 105 | 260 | 87 | 0.58 | 0.00669 | 24 | 3 | 40 | -39.77 |
| | Pine Log Rd. | 142 | 167 | 234 | 543 | 181 | 0.94 | 0.00519 | 19 | 4 | 35 | -46.58 |
| | South Boundary | 273 | 300 | 277 | 850 | 283 | 2.26 | 0.00798 | 29 | 14 | 35 | -17.96 |
| | Richland Ave. | 127 | 82 | 145 | 354 | 118 | 0.44 | 0.00373 | 13 | 1 | 30 | -55.25 |
| | | | | | | | | | | | | |
| | | | | | | | 4.8 | | | 26 | | |

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

SEGMENT SPEED CALCULATION WORKSHEET

EASTBOUND NOON

| 2008 | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | | | | | |
|---------------|---------------------------------|-------------------------|-------------------------|-------------------------|------------------------|------------------------|-----------------------------|-----------------------------------|-------------------------------------|--------------------------|--|--------------------------|---|
| STREET | CONTROL POINT | RUN #1 IN SECONDS | RUN #2 IN SECONDS | RUN #3 IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS x 3600) | TOTAL AVERAGE MPH* | | POSTED SPEED LIMIT | PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT |
| Richland Ave. | | | | | | | | | | | | | |
| | Vaucluse Rd. | | | | | | | | | | | | |
| | Greenville St. | 48 | 53 | 51 | 152 | 51 | 0.36 | 0.00711 | 26 | 4 | | 35 | -26.92 |
| | Laurens St. | 71 | 24 | 31 | 126 | 42 | 0.17 | 0.00405 | 15 | 1 | | 25 | -41.71 |
| | Chesterfield St. | 68 | 36 | 64 | 168 | 56 | 0.20 | 0.00357 | 13 | 1 | | 25 | -48.57 |
| | York St. | 22 | 14 | 14 | 50 | 17 | 0.09 | 0.00540 | 19 | 1 | | 30 | -35.20 |
| | Williamsburg St. | 66 | 63 | 72 | 201 | 67 | 0.59 | 0.00881 | 32 | 9 | | 35 | -9.42 |
| | Beaufort St. | 26 | 37 | 27 | 90 | 30 | 0.25 | 0.00833 | 30 | 4 | | 35 | -14.29 |
| | | | | | | | 1.66 | | | 20 | | | |

WESTBOUND NOON

| 2008 | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | | | | | |
|---------------|---------------------------------|-------------------------|-------------------------|-------------------------|------------------------|------------------------|-----------------------------|-----------------------------------|-------------------------------------|--------------------------|--|--------------------------|---|
| STREET | CONTROL POINT | RUN #1 IN SECONDS | RUN #2 IN SECONDS | RUN #3 IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS x 3600) | TOTAL AVERAGE MPH* | | POSTED SPEED LIMIT | PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT |
| Richland Ave. | | | | | | | | | | | | | |
| | Beaufort St. | | | | | | | | | | | | |
| | Williamsburg St. | 25 | 29 | 35 | 89 | 30 | 0.25 | 0.00843 | 30 | 4 | | 35 | -13.32 |
| | York St. | 62 | 61 | 73 | 196 | 65 | 0.59 | 0.00903 | 33 | 9 | | 25 | 30.04 |
| | Chesterfield St. | 43 | 34 | 11 | 88 | 29 | 0.09 | 0.00307 | 11 | 0 | | 25 | -55.82 |
| | Laurens St. | 37 | 43 | 76 | 156 | 52 | 0.20 | 0.00385 | 14 | 1 | | 30 | -53.85 |
| | Greenville St. | 30 | 24 | 26 | 80 | 27 | 0.17 | 0.00638 | 23 | 2 | | 35 | -34.43 |
| | Vaucluse St. | 41 | 40 | 42 | 123 | 41 | 0.36 | 0.00878 | 32 | 5 | | 35 | -9.69 |
| | | | | | | | 1.66 | | | 22 | | | |

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

SEGMENT SPEED CALCULATION WORKSHEET

SOUTHBOUND AM

| 2008 | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | | POSTED SPEED LIMIT | PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT |
|-----------------|-----------------|---------------------------------|-------------------|-------------------|------------------|------------------|-----------------------|-----------------------------|-------------------------------|--------------------|--------------------|--|
| | | RUN #1 IN SECONDS | RUN #2 IN SECONDS | RUN #3 IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS x 3600) | TOTAL AVERAGE MPH* | | |
| Silverbluff Rd. | | | | | | | | | | | | |
| | Whiskey Rd. | | | | | | | | | | | |
| | Hitchcock Pkwy. | 142 | 104 | 76 | 322 | 107 | 0.62 | 0.00578 | 21 | 4 | 35 | -40.59 |
| | Dougherty Rd. | 46 | 117 | 59 | 222 | 74 | 0.42 | 0.00568 | 20 | 3 | 35 | -41.62 |
| | Pine Log Rd. | 18 | 32 | 39 | 89 | 30 | 0.16 | 0.00539 | 19 | 1 | 35 | -44.53 |
| | Savannah Dr. | 121 | 122 | 121 | 364 | 121 | 1.24 | 0.01022 | 37 | 15 | 35 | 5.12 |
| | | | | | | | | | | | | |
| | | | | | | | 2.44 | | | 23 | | |

SOUTHBOUND PM

| 2008 | STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | POSTED SPEED LIMIT | PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT |
|-----------------|-----------------|---------------|---------------------------------|-------------------------|-------------------------|------------------------|------------------------|-----------------------------|-----------------------------------|-------------------------------------|--------------------|--|
| | | | RUN #1 IN SECONDS | RUN #2 IN SECONDS | RUN #3 IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS x 3600) | | |
| Silverbluff Rd. | | | | | | | | | | | | |
| | Whiskey Rd. | | | | | | | | | | | |
| | Hitchcock Pkwy. | 70 | 81 | 91 | 242 | 81 | 0.62 | 0.00769 | 28 | 6 | 35 | -20.94 |
| | Dougherty Rd. | 83 | 48 | 81 | 212 | 71 | 0.42 | 0.00594 | 21 | 3 | 35 | -38.87 |
| | Pine Log Rd. | 18 | 16 | 39 | 73 | 24 | 0.16 | 0.00658 | 24 | 1 | 35 | -32.37 |
| | Savannah Dr. | 249 | 158 | 143 | 550 | 183 | 1.24 | 0.00676 | 24 | 10 | 35 | -30.43 |
| | | | | | | | | | | | | |
| | | | | | | | 2.44 | | 20 | | | |

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

SEGMENT SPEED CALCULATION WORKSHEET

NORTHBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | | POSTED SPEED LIMIT | PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT |
|-----------------|-----------------|---------------------------------|-------------------------|-------------------------|------------------------|------------------------|-----------------------------|-----------------------------------|-------------------------------------|--------------------------|--------------------|--|
| | | RUN #1 IN SECONDS | RUN #2 IN SECONDS | RUN #3 IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS x 3600) | TOTAL AVERAGE MPH* | | |
| Silverbluff Rd. | | | | | | | | | | | | |
| | Savannah Dr. | | | | | | | | | | | |
| | Pine Log Rd. | 127 | 158 | 125 | 410 | 137 | 1.24 | 0.00907 | 33 | 13 | 35 | -6.68 |
| | Dougherty Rd. | 47 | 86 | 35 | 168 | 56 | 0.16 | 0.00286 | 10 | 1 | 35 | -70.61 |
| | Hitchcock Pkwy. | 114 | 91 | 93 | 298 | 99 | 0.42 | 0.00423 | 15 | 2 | 35 | -56.51 |
| | Whiskey Rd. | 72 | 72 | 89 | 233 | 78 | 0.62 | 0.00798 | 29 | 6 | 35 | -17.89 |
| | | | | | | | | | | | | |
| | | | | | | | 2.44 | | | 22 | | |

NORTHBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | | POSTED SPEED LIMIT | PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT |
|-----------------|-----------------|---------------------------------|-------------------------|-------------------------|------------------------|------------------------|-----------------------------|-----------------------------------|-------------------------------------|--------------------------|--------------------|--|
| | | RUN #1 IN SECONDS | RUN #2 IN SECONDS | RUN #3 IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS x 3600) | TOTAL AVERAGE MPH* | | |
| Silverbluff Rd. | | | | | | | | | | | | |
| | Savannah Dr. | | | | | | | | | | | |
| | Pine Log Rd. | 146 | 137 | 187 | 470 | 157 | 1.24 | 0.00791 | 28 | 12 | 35 | -18.59 |
| | Dougherty Rd. | 33 | 38 | 104 | 175 | 58 | 0.16 | 0.00274 | 10 | 1 | 35 | -71.79 |
| | Hitchcock Pkwy. | 62 | 70 | 133 | 265 | 88 | 0.42 | 0.00475 | 17 | 2 | 35 | -51.09 |
| | Whiskey Rd. | 149 | 92 | 97 | 338 | 113 | 0.62 | 0.00550 | 20 | 4 | 35 | -43.40 |
| | | | | | | | | | | | | |
| | | | | | | | 2.44 | | | 18 | | |

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

SEGMENT SPEED CALCULATION WORKSHEET

EASTBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | | POSTED SPEED LIMIT | PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT |
|------------|----------------|---------------------------------|-------------------------|-------------------------|------------------------|------------------------|-----------------------------|-----------------------------------|------------------------------------|--------------------------|--------------------|--|
| | | RUN #1 IN SECONDS | RUN #2 IN SECONDS | RUN #3 IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS x3600) | TOTAL AVERAGE MPH* | | |
| US 1/US 78 | | | | | | | | | | | | |
| | Martintown Rd | | | | | | | | | | | |
| | Old Aiken Rd | 238 | 232 | 198 | 668 | 223 | 2.00 | 0.008982036 | 32 | 4 | 45 | -28.14 |
| | Clearwater Rd | 98 | 131 | 92 | 321 | 107 | 1.35 | 0.012616822 | 45 | 3 | 45 | 0.93 |
| | Duncan Rd | 132 | 130 | 122 | 384 | 128 | 1.78 | 0.01390625 | 50 | 5 | 45 | 11.25 |
| | Sudlow Lake Rd | 113 | 111 | 118 | 342 | 114 | 1.56 | 0.013684211 | 49 | 4 | 50 | -1.47 |
| | Greenville Rd | 248 | 252 | 260 | 760 | 253 | 3.64 | 0.014368421 | 52 | 10 | 45 | 14.95 |
| | SC 118 | 94 | 97 | 139 | 330 | 110 | 1.38 | 0.012545455 | 45 | 3 | 50 | -9.67 |
| | | | | | | | 11.71 | | | 30 | | |

EASTBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | | POSTED SPEED LIMIT | PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT |
|------------|----------------|---------------------------------|-------------------------|-------------------------|------------------------|------------------------|-----------------------------|-----------------------------------|-------------------------------------|--------------------------|--------------------|--|
| | | RUN #1 IN SECONDS | RUN #2 IN SECONDS | RUN #3 IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS x 3600) | TOTAL AVERAGE MPH* | | |
| US 1/US 78 | | | | | | | | | | | | |
| | Martintown Rd | | | | | | | | | | | |
| | Old Aiken Rd | 193 | 274 | 197 | 664 | 221 | 2.00 | 0.009036145 | 33 | 4 | 45 | -27.71 |
| | Clearwater Rd | 150 | 101 | 134 | 385 | 128 | 1.35 | 0.010519481 | 38 | 3 | 45 | -15.84 |
| | Duncan Rd | 122 | 156 | 141 | 419 | 140 | 1.78 | 0.01274463 | 46 | 4 | 45 | 1.96 |
| | Sudlow Lake Rd | 129 | 103 | 227 | 459 | 153 | 1.56 | 0.010196078 | 37 | 3 | 50 | -26.59 |
| | Greenville Rd | 251 | 283 | 130 | 664 | 221 | 3.64 | 0.016445783 | 59 | 12 | 45 | 31.57 |
| | SC 118 | 123 | 116 | 80 | 319 | 106 | 1.38 | 0.012978056 | 47 | 4 | 50 | -6.56 |
| | | | | | | | 11.71 | | | 29 | | |

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

SEGMENT SPEED CALCULATION WORKSHEET

WESTBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | | POSTED SPEED LIMIT | PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT |
|------------|----------------|---------------------------------|-------------------|-------------------|------------------|------------------|-----------------------|-----------------------------|-------------------------------|--------------------|--------------------|--|
| | | RUN #1 IN SECONDS | RUN #2 IN SECONDS | RUN #3 IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS x 3600) | TOTAL AVERAGE MPH* | | |
| US 1/US 78 | SC 118 | | | | | | | | | | | |
| | Greenville Rd | 97 | 103 | 101 | 301 | 100 | 1.38 | 0.013754153 | 50 | 4 | 50 | -0.97 |
| | Sudlow Lake Rd | 312 | 263 | 246 | 821 | 274 | 3.64 | 0.013300853 | 48 | 10 | 45 | 6.41 |
| | Duncan Rd | 103 | 123 | 104 | 330 | 110 | 1.56 | 0.014181818 | 51 | 4 | 50 | 2.11 |
| | Clearwater Rd | 136 | 148 | 159 | 443 | 148 | 1.78 | 0.012054176 | 43 | 4 | 45 | -3.57 |
| | Old Aiken Rd | 133 | 129 | 179 | 441 | 147 | 1.35 | 0.009183673 | 33 | 2 | 45 | -26.53 |
| | Martintown Rd | 200 | 203 | 202 | 605 | 202 | 2.00 | 0.009917355 | 36 | 4 | 45 | -20.66 |
| | | | | | | | | | | | | |
| | | | | | | | 11.71 | | | 28 | | |

WESTBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | | POSTED SPEED LIMIT | PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT |
|------------|----------------|---------------------------------|-------------------|-------------------|------------------|------------------|-----------------------|-----------------------------|-------------------------------|--------------------|--------------------|--|
| | | RUN #1 IN SECONDS | RUN #2 IN SECONDS | RUN #3 IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS x 3600) | TOTAL AVERAGE MPH* | | |
| US 1/US 78 | SC 118 | | | | | | | | | | | |
| | Greenville Rd | 109 | 116 | 114 | 339 | 113 | 1.38 | 0.012212389 | 44 | 3 | 50 | -12.07 |
| | Sudlow Lake Rd | 247 | 273 | 212 | 732 | 244 | 3.64 | 0.014918033 | 54 | 11 | 45 | 19.34 |
| | Duncan Rd | 102 | 173 | 183 | 458 | 153 | 1.56 | 0.010218341 | 37 | 3 | 50 | -26.43 |
| | Clearwater Rd | 142 | 121 | 102 | 365 | 122 | 1.78 | 0.014630137 | 53 | 5 | 45 | 17.04 |
| | Old Aiken Rd | 153 | 240 | 177 | 570 | 190 | 1.35 | 0.007105263 | 26 | 2 | 45 | -43.16 |
| | Martintown Rd | 234 | 153 | 205 | 592 | 197 | 2.00 | 0.010135135 | 36 | 4 | 45 | -18.92 |
| | | | | | | | | | | | | |
| | | | | | | | 11.71 | | | 28 | | |

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

SEGMENT SPEED CALCULATION WORKSHEET

NORTHBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | | POSTED SPEED LIMIT | PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT |
|-----------|-------------------|---------------------------------|-------------------------|-------------------------|------------------------|------------------------|-----------------------------|-----------------------------------|-------------------------------------|--------------------------|--------------------|--|
| | | RUN #1 IN SECONDS | RUN #2 IN SECONDS | RUN #3 IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS x 3600) | TOTAL AVERAGE MPH* | | |
| Knox Ave. | | | | | | | | | | | | |
| | Martintown Rd. | | | | | | | | | | | |
| | Old Edgefield Rd. | 151 | 141 | 147 | 439 | 146 | 1.24 | 0.008473804 | 31 | 21 | 35 | -12.84 |
| | Georgia Ave. | 99 | 43 | 111 | 253 | 84 | 0.58 | 0.00687747 | 25 | 8 | 40 | -38.10 |
| | | | | | | | | | | | | |
| | | | | | | | 1.82 | | | 29 | | |

NORTHBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | | POSTED SPEED LIMIT | PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT |
|-----------|-------------------|---------------------------------|-------------------------|-------------------------|------------------------|------------------------|-----------------------------|-----------------------------------|-------------------------------------|--------------------------|--------------------|--|
| | | RUN #1 IN SECONDS | RUN #2 IN SECONDS | RUN #3 IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS x 3600) | TOTAL AVERAGE MPH* | | |
| Knox Ave. | | | | | | | | | | | | |
| | Martintown Rd | | | | | | | | | | | |
| | Old Edgefield Rd. | 151 | 204 | 205 | 560 | 187 | 1.24 | 0.006642857 | 24 | 16 | 35 | -31.67 |
| | Georgia Ave. | 74 | 150 | 112 | 336 | 112 | 0.58 | 0.005178571 | 19 | 6 | 40 | -53.39 |
| | | | | | | | | | | | | |
| | | | | | | | 1.82 | | | 22 | | |

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

SEGMENT SPEED CALCULATION WORKSHEET

SOUTHBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | | | POSTED SPEED LIMIT | PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT |
|-----------|-------------------|---------------------------------|-------------------------|-------------------------|------------------------|------------------------|-----------------------------|-----------------------------------|-------------------------------------|--------------------------|--|--------------------|--|
| | | RUN #1 IN SECONDS | RUN #2 IN SECONDS | RUN #3 IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS x 3600) | TOTAL AVERAGE MPH* | | | |
| Knox Ave. | | | | | | | | | | | | | |
| | Georgia Ave. | | | | | | | | | | | | |
| | Old Edgefield Rd. | 44 | 101 | 71 | 216 | 72 | 0.58 | 0.008055556 | 29 | 9 | | 40 | -27.50 |
| | Martintown Rd. | 170 | 242 | 188 | 600 | 200 | 1.24 | 0.0062 | 22 | 15 | | 35 | -36.23 |
| | | | | | | | | | | | | | |
| | | | | | | | 1.82 | | | 24 | | | |

SOUTHBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | | | POSTED SPEED LIMIT | PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT |
|-----------|-------------------|---------------------------------|-------------------------|-------------------------|------------------------|------------------------|-----------------------------|-----------------------------------|-------------------------------------|--------------------------|--|--------------------|--|
| | | RUN #1 IN SECONDS | RUN #2 IN SECONDS | RUN #3 IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS x 3600) | TOTAL AVERAGE MPH* | | | |
| Knox Ave. | | | | | | | | | | | | | |
| | Georgia Ave. | | | | | | | | | | | | |
| | Old Edgefield Rd. | 86 | 42 | 86 | 214 | 71 | 0.58 | 0.008130841 | 29 | 9 | | 40 | -26.82 |
| | Martintown Rd. | 118 | 238 | 196 | 552 | 184 | 1.24 | 0.00673913 | 24 | 17 | | 35 | -30.68 |
| | | | | | | | | | | | | | |
| | | | | | | | 1.82 | | | 26 | | | |

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

SEGMENT SPEED CALCULATION WORKSHEET

WESTBOUND AM

| 2008 | | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | | | | |
|---|------------------|---------------------------------|-------------------------|-------------------------|------------------------|------------------------|-----------------------------|-----------------------------------|-------------------------------------|--------------------------|--|--------------------------|---|
| STREET | CONTROL POINT | RUN #1 IN SECONDS | RUN #2 IN SECONDS | RUN #3 IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS x 3600) | TOTAL AVERAGE MPH* | | POSTED SPEED LIMIT | PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT |
| SC 118 (Rudy Mason Pkwy, Rutland Drive, University Pkwy, Robert M. Bell Pkwy, Hitchcock Pkwy) | | | | | | | | | | | | | |
| | SC 302 (Wagener) | | | | | | | | | | | | |
| | US 1/York | 306 | 261 | 321 | 888 | 296 | 2.71 | 0.009155405 | 33 | 7 | | 50 | -34.08 |
| | SC 19 | 117 | 195 | 131 | 443 | 148 | 1.00 | 0.006772009 | 24 | 2 | | 40 | -39.05 |
| | Vaucluse | 167 | 157 | 161 | 485 | 162 | 2.19 | 0.013546392 | 49 | 9 | | 55 | -11.33 |
| | US 1/US 78 | 223 | 297 | 225 | 745 | 248 | 2.50 | 0.010067114 | 36 | 7 | | 50 | -27.52 |
| | Huntsman | 270 | 239 | 251 | 760 | 253 | 2.70 | 0.010657895 | 38 | 8 | | 50 | -23.26 |
| | Silver Bluff | 188 | 207 | 252 | 647 | 216 | 2.21 | 0.010247295 | 37 | 7 | | 40 | -7.77 |
| | | | | | | | | | | | | | |
| | | | | | | | 13.31 | | | 41 | | | |

WESTBOUND PM

| 2008 | | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | | | | |
|---|------------------|---------------------------------|-------------------------|-------------------------|------------------------|------------------------|-----------------------------|-----------------------------------|-------------------------------------|--------------------------|--|--------------------------|---|
| STREET | CONTROL POINT | RUN #1 IN SECONDS | RUN #2 IN SECONDS | RUN #3 IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS x 3600) | TOTAL AVERAGE MPH* | | POSTED SPEED LIMIT | PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT |
| SC 118 (Rudy Mason Pkwy, Rutland Drive, University Pkwy, Robert M. Bell Pkwy, Hitchcock Pkwy) | | | | | | | | | | | | | |
| | SC 302 (Wagener) | | | | | | | | | | | | |
| | US 1/York | 206 | 338 | 236 | 780 | 260 | 2.71 | 0.010423077 | 38 | 8 | | 50 | -24.95 |
| | SC 19 | 233 | 85? | 157 | 390 | 130 | 1.00 | 0.007692308 | 28 | 2 | | 40 | -30.77 |
| | Vaucluse | 169 | 180 | 146 | 495 | 165 | 2.19 | 0.013272727 | 48 | 9 | | 55 | -13.12 |
| | US 1/US 78 | 175 | 195 | 210 | 580 | 193 | 2.50 | 0.012931034 | 47 | 10 | | 50 | -6.90 |
| | Huntsman | 247 | 239 | 264 | 750 | 250 | 2.70 | 0.0108 | 39 | 9 | | 50 | -22.24 |
| | Silver Bluff | 194 | 283 | 260 | 737 | 246 | 2.21 | 0.008995929 | 32 | 6 | | 40 | -19.04 |
| | | | | | | | | | | | | | |
| | | | | | | | 13.31 | | | 43 | | | |

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

SEGMENT SPEED CALCULATION WORKSHEET

EASTBOUND AM

| 2008 | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | | | | |
|---|---------------------------------|-------------------------|-------------------------|-------------------------|------------------------|------------------------|-----------------------------|-----------------------------------|-------------------------------------|--------------------------|--------------------------|---|
| STREET | CONTROL POINT | RUN #1 IN SECONDS | RUN #2 IN SECONDS | RUN #3 IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS x 3600) | TOTAL AVERAGE MPH* | POSTED SPEED LIMIT | PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT |
| SC 118 (Rudy Mason Pkwy, Rutland Drive, University Pkwy, Robert M. Bell Pkwy, Hitchcock Pkwy) | Silver Bluff | | | | | | | | | | | |
| | Huntsman | 227 | 248 | 205 | 680 | 227 | 2.21 | 0.00975 | 35 | 6 | 40 | -12.25 |
| | US 1/US 78 | 251 | 223 | 260 | 734 | 245 | 2.70 | 0.011035422 | 40 | 9 | 50 | -20.54 |
| | Vaucluse | 232 | 251 | 178 | 661 | 220 | 2.50 | 0.011346445 | 41 | 8 | 50 | -18.31 |
| | SC 19 | 162 | 142 | 199 | 503 | 168 | 2.19 | 0.01306163 | 47 | 8 | 55 | -14.51 |
| | US 1/York | 109 | 119 | 64 | 292 | 97 | 1.00 | 0.010273973 | 37 | 3 | 40 | -7.53 |
| | SC 302 (Wagener) | 210 | 253 | 234 | 697 | 232 | 2.71 | 0.011664275 | 42 | 9 | 50 | -16.02 |
| | | | | | | | | | | | | |
| | | | | | | | 13.31 | | | 44 | | |

EASTBOUND PM

| 2008 | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | | | | |
|---|---------------------------------|-------------------------|-------------------------|-------------------------|------------------------|------------------------|-----------------------------|-----------------------------------|-------------------------------------|--------------------------|--------------------------|---|
| STREET | CONTROL POINT | RUN #1 IN SECONDS | RUN #2 IN SECONDS | RUN #3 IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS x 3600) | TOTAL AVERAGE MPH* | POSTED SPEED LIMIT | PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT |
| SC 118 (Rudy Mason Pkwy, Rutland Drive, University Pkwy, Robert M. Bell Pkwy, Hitchcock Pkwy) | Silver Bluff | | | | | | | | | | | |
| | Huntsman | 175 | 209 | 211 | 595 | 198 | 2.21 | 0.011142857 | 40 | 7 | 40 | 0.29 |
| | US 1/US 78 | 243 | 241 | 254 | 738 | 246 | 2.70 | 0.01097561 | 40 | 9 | 50 | -20.98 |
| | Vaucluse | 205 | 233 | 241 | 679 | 226 | 2.50 | 0.011045655 | 40 | 8 | 50 | -20.47 |
| | SC 19 | 161 | 197 | 217 | 575 | 192 | 2.19 | 0.011426087 | 41 | 7 | 55 | -25.21 |
| | US 1/York | 88 | 114 | 132 | 334 | 111 | 1.00 | 0.008982036 | 32 | 3 | 40 | -19.16 |
| | SC 302 (Wagener) | 250 | 238 | 233 | 721 | 240 | 2.71 | 0.011276006 | 41 | 9 | 50 | -18.81 |
| | | | | | | | | | | | | |
| | | | | | | | 13.31 | | | 43 | | |

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

SEGMENT SPEED CALCULATION WORKSHEET

NORTHBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | | POSTED SPEED LIMIT | PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT |
|-----------|-------------------|---------------------------------|-------------------------|-------------------------|------------------------|------------------------|-----------------------------|-----------------------------------|-------------------------------------|--------------------------|--------------------|--|
| | | RUN #1 IN SECONDS | RUN #2 IN SECONDS | RUN #3 IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS x 3600) | TOTAL AVERAGE MPH* | | |
| Knox Ave. | | | | | | | | | | | | |
| | Martintown Rd. | | | | | | | | | | | |
| | Old Edgefield Rd. | 151 | 141 | 147 | 439 | 146 | 1.24 | 0.008473804 | 31 | 21 | 35 | -12.84 |
| | Georgia Ave. | 99 | 43 | 111 | 253 | 84 | 0.58 | 0.00687747 | 25 | 8 | 40 | -38.10 |
| | | | | | | | 1.82 | | | 29 | | |

NORTHBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | | POSTED SPEED LIMIT | PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT |
|-----------|-------------------|---------------------------------|-------------------------|-------------------------|------------------------|------------------------|-----------------------------|-----------------------------------|-------------------------------------|--------------------------|--------------------|--|
| | | RUN #1 IN SECONDS | RUN #2 IN SECONDS | RUN #3 IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS x 3600) | TOTAL AVERAGE MPH* | | |
| Knox Ave. | | | | | | | | | | | | |
| | Martintown Rd | | | | | | | | | | | |
| | Old Edgefield Rd. | 151 | 204 | 205 | 560 | 187 | 1.24 | 0.006642857 | 24 | 16 | 35 | -31.67 |
| | Georgia Ave. | 74 | 150 | 112 | 336 | 112 | 0.58 | 0.005178571 | 19 | 6 | 40 | -53.39 |
| | | | | | | | 1.82 | | | 22 | | |

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

COLUMBIA COUNTY

2008 SEGMENT SPEED WORKSHEETS

BASTON ROAD: SOUTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET

SOUTHBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | TOTAL AVERAGE MPH* |
|--------------------|--------------------------|---------------------------------|---------------------|---------------------|------------------|------------------|-----------------------|-----------------------------|-------------------------------|--------------------|
| | | TUES RUN IN SECONDS | WEDS RUN IN SECONDS | THUR RUN IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS X 3600) | |
| | | | | | | | | | | |
| Baston Road | Fury's Ferry Road | | | | | | | | | |
| | Old Ferry Rd./Cedar Lane | 59 | 56 | 60 | 175 | 58 | 0.68 | 0.0117 | 42 | 32 |
| | Old Petersburg Road | 81 | 36 | 52 | 169 | 56 | 0.10 | 0.0018 | 6 | 1 |
| | Washington Road | 48 | 60 | 36 | 144 | 48 | 0.10 | 0.0021 | 8 | 1 |
| | | | | | | | | | | |
| | | | | | | | 0.88 | | | 34 |

SOUTHBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | TOTAL AVERAGE MPH* |
|--------------------|--------------------------|---------------------------------|---------------------|---------------------|------------------|------------------|-----------------------|-----------------------------|-------------------------------|--------------------|
| | | TUES RUN IN SECONDS | WEDS RUN IN SECONDS | THUR RUN IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS X 3600) | |
| | | | | | | | | | | |
| Baston Road | Fury's Ferry Road | | | | | | | | | |
| | Old Ferry Rd./Cedar Lane | 72 | 60 | 56 | 188 | 63 | 0.68 | 0.0109 | 39 | 30 |
| | Old Petersburg Road | 132 | 44 | 40 | 216 | 72 | 0.10 | 0.0014 | 5 | 1 |
| | Washington Road | 15 | 58 | 32 | 105 | 35 | 0.10 | 0.0029 | 10 | 1 |
| | | | | | | | | | | |
| | | | | | | | 0.88 | | | 32 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**BASTON ROAD: NORTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

NORTHBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | TOTAL AVERAGE MPH* |
|--------------------|--------------------------|---------------------------------|---------------------|---------------------|------------------|------------------|-----------------------|-----------------------------|-------------------------------|--------------------|
| | | TUES RUN IN SECONDS | WEDS RUN IN SECONDS | THUR RUN IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS X 3600) | |
| | | | | | | | | | | |
| Baston Road | Washington Road | | | | | | | | | |
| | Old Petersburg Road | 13 | 36 | 33 | 82 | 27 | 0.10 | 0.0037 | 13 | 1 |
| | Old Ferry Rd./Cedar Lane | 9 | 14 | 13 | 36 | 12 | 0.10 | 0.0083 | 30 | 3 |
| | Fury's Ferry Road | 102 | 56 | 84 | 242 | 81 | 0.68 | 0.0084 | 30 | 23 |
| | | | | | | | | | | |
| | | | | | | | 0.88 | | | 28 |

NORTHBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | TOTAL AVERAGE MPH* |
|--------------------|--------------------------|---------------------------------|---------------------|---------------------|------------------|------------------|-----------------------|-----------------------------|-------------------------------|--------------------|
| | | TUES RUN IN SECONDS | WEDS RUN IN SECONDS | THUR RUN IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS X 3600) | |
| | | | | | | | | | | |
| Baston Road | Washington Road | | | | | | | | | |
| | Old Petersburg Road | 74 | 82 | 86 | 242 | 81 | 0.10 | 0.0012 | 4 | 1 |
| | Old Ferry Rd./Cedar Lane | 12 | 14 | 12 | 38 | 13 | 0.10 | 0.0079 | 28 | 3 |
| | Fury's Ferry Road | 93 | 126 | 60 | 279 | 93 | 0.68 | 0.0073 | 26 | 20 |
| | | | | | | | | | | |
| | | | | | | | 0.88 | | | 24 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

FLOWING WELLS ROAD: SOUTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET

SOUTHBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | TOTAL AVERAGE MPH* |
|--------------------|---|---------------------------------|---------------------|---------------------|------------------|------------------|-----------------------|-----------------------------|-------------------------------|--------------------|
| | | TUES RUN IN SECONDS | WEDS RUN IN SECONDS | THUR RUN IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS X 3600) | |
| | | | | | | | | | | |
| Flowing Wells Road | Washington Road | | | | | | | | | |
| | Columbia Road | 112 | 52 | 118 | 282 | 94 | 0.20 | 0.0021 | 8 | 1 |
| | West Old Trail Road (Augusta Prep Day School) | 104 | 88 | 82 | 274 | 91 | 0.60 | 0.0066 | 24 | 10 |
| | Wheeler Road | 162 | 74 | 146 | 382 | 127 | 0.60 | 0.0047 | 17 | 7 |
| | | | | | | | | | | |
| | | | | | | | 1.40 | | | 18 |

SOUTHBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | TOTAL AVERAGE MPH* |
|--------------------|---|---------------------------------|---------------------|---------------------|------------------|------------------|-----------------------|-----------------------------|-------------------------------|--------------------|
| | | TUES RUN IN SECONDS | WEDS RUN IN SECONDS | THUR RUN IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS X 3600) | |
| | | | | | | | | | | |
| Flowing Wells Road | Washington Road | | | | | | | | | |
| | Columbia Road | 102 | 40 | 35 | 177 | 59 | 0.20 | 0.0034 | 12 | 2 |
| | West Old Trail Road (Augusta Prep Day School) | 78 | 86 | 86 | 250 | 83 | 0.60 | 0.0072 | 26 | 11 |
| | Wheeler Road | 92 | 72 | 72 | 236 | 79 | 0.60 | 0.0076 | 27 | 12 |
| | | | | | | | | | | |
| | | | | | | | 1.40 | | | 25 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**FLOWING WELLS ROAD: NORTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

NORTHBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | TOTAL AVERAGE MPH* |
|--------------------|---|---------------------------------|---------------------|---------------------|------------------|------------------|-----------------------|-----------------------------|-------------------------------|--------------------|
| | | TUES RUN IN SECONDS | WEDS RUN IN SECONDS | THUR RUN IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS X 3600) | |
| | | | | | | | | | | |
| Flowing Wells Road | Wheeler Road | | | | | | | | | |
| | West Old Trail Road (Augusta Prep Day School) | 56 | 78 | 73 | 207 | 69 | 0.60 | 0.0087 | 31 | 13 |
| | Columbia Road | 74 | 96 | 130 | 300 | 100 | 0.60 | 0.0060 | 22 | 9 |
| | Washington Road | 36 | 44 | 31 | 111 | 37 | 0.20 | 0.0054 | 19 | 3 |
| | | | | | | | | | | |
| | | | | | | | 1.40 | | | 25 |

NORTHBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | TOTAL AVERAGE MPH* |
|--------------------|---|---------------------------------|---------------------|---------------------|------------------|------------------|-----------------------|-----------------------------|-------------------------------|--------------------|
| | | TUES RUN IN SECONDS | WEDS RUN IN SECONDS | THUR RUN IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS X 3600) | |
| | | | | | | | | | | |
| Flowing Wells Road | Wheeler Road | | | | | | | | | |
| | West Old Trail Road (Augusta Prep Day School) | 152 | 106 | 43 | 301 | 100 | 0.60 | 0.0060 | 22 | 9 |
| | Columbia Road | 118 | 258 | 228 | 604 | 201 | 0.60 | 0.0030 | 11 | 5 |
| | Washington Road | 54 | 76 | 56 | 186 | 62 | 0.20 | 0.0032 | 12 | 2 |
| | | | | | | | | | | |
| | | | | | | | 1.40 | | | 15 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

SR 223: EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET

EASTBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | TOTAL AVERAGE MPH* |
|--------|------------------|---------------------------------|---------------------|---------------------|------------------|------------------|-----------------------|-----------------------------|-------------------------------|--------------------|
| | | TUES RUN IN SECONDS | WEDS RUN IN SECONDS | THUR RUN IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS X 3600) | |
| | | | | | | | | | | |
| SR 223 | Wrightsboro Road | | | | | | | | | |
| | Newmantown Road | 60 | 642 | 50 | 752 | 251 | 0.50 | 0.0020 | 7 | 2 |
| | Gordon Highway | 420 | 272 | 468 | 1160 | 387 | 1.80 | 0.0047 | 17 | 13 |
| | | | | | | | | | | |
| | | | | | | | 2.30 | | | 15 |

EASTBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | TOTAL AVERAGE MPH* |
|--------|------------------|---------------------------------|---------------------|---------------------|------------------|------------------|-----------------------|-----------------------------|-------------------------------|--------------------|
| | | TUES RUN IN SECONDS | WEDS RUN IN SECONDS | THUR RUN IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS X 3600) | |
| | | | | | | | | | | |
| SR 223 | Wrightsboro Road | | | | | | | | | |
| | Newmantown Road | 51 | 48 | 50 | 149 | 50 | 0.50 | 0.0101 | 36 | 8 |
| | Gordon Highway | 189 | 254 | 226 | 669 | 223 | 1.80 | 0.0081 | 29 | 23 |
| | | | | | | | | | | |
| | | | | | | | 2.30 | | | 31 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

SR 223: WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET

WESTBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | TOTAL AVERAGE MPH* |
|--------|------------------|---------------------------------|---------------------|---------------------|------------------|------------------|-----------------------|-----------------------------|-------------------------------|--------------------|
| | | TUES RUN IN SECONDS | WEDS RUN IN SECONDS | THUR RUN IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS X 3600) | |
| | | | | | | | | | | |
| SR 223 | Gordon Highway | | | | | | | | | |
| | Newmantown Road | 220 | 200 | 200 | 620.00 | 207 | 1.80 | 0.0087 | 31 | 25 |
| | Wrightsboro Road | 46 | 54 | 52 | 152.00 | 51 | 0.50 | 0.0099 | 36 | 8 |
| | | | | | | | | | | |
| | | | | | | | 2.30 | | | 32 |

WESTBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | TOTAL AVERAGE MPH* |
|--------|------------------|---------------------------------|---------------------|---------------------|------------------|------------------|-----------------------|-----------------------------|-------------------------------|--------------------|
| | | TUES RUN IN SECONDS | WEDS RUN IN SECONDS | THUR RUN IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS X 3600) | |
| | | | | | | | | | | |
| SR 223 | Gordon Highway | | | | | | | | | |
| | Newmantown Road | 222 | 192 | 178 | 592.00 | 197 | 1.80 | 0.0091 | 33 | 26 |
| | Wrightsboro Road | 50 | 50 | 186 | 286.00 | 95 | 0.50 | 0.0052 | 19 | 4 |
| | | | | | | | | | | |
| | | | | | | | 2.30 | | | 30 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**OLD EVANS ROAD: WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

WESTBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | TOTAL AVERAGE MPH* |
|----------------|-------------------------------|---------------------------------|---------------------|---------------------|------------------|------------------|-----------------------|-----------------------------|-------------------------------|--------------------|
| | | TUES RUN IN SECONDS | WEDS RUN IN SECONDS | THUR RUN IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS X 3600) | |
| | | | | | | | | | | |
| Old Evans Road | Washington Road/Bobby Jones | | | | | | | | | |
| | Martinez Boulevard | 32 | 41 | 38 | 111 | 37 | 0.30 | 0.0081 | 29 | 3 |
| | Old Petersburg Road | 164 | 178 | 170 | 512 | 171 | 1.20 | 0.0070 | 25 | 11 |
| | Blue Ridge Drive | 34 | 47 | 82 | 163 | 54 | 0.10 | 0.0018 | 7 | 0 |
| | Columbia Industrial Boulevard | 50 | 40 | 52 | 142 | 47 | 0.50 | 0.0106 | 38 | 7 |
| | Washington Road | 70 | 98 | 72 | 240 | 80 | 0.60 | 0.0075 | 27 | 6 |
| | | | | | | | | | | |
| | | | | | | | 2.70 | | | 28 |

WESTBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | TOTAL AVERAGE MPH* |
|----------------|-------------------------------|---------------------------------|---------------------|---------------------|------------------|------------------|-----------------------|-----------------------------|-------------------------------|--------------------|
| | | TUES RUN IN SECONDS | WEDS RUN IN SECONDS | THUR RUN IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS X 3600) | |
| | | | | | | | | | | |
| Old Evans Road | Washington Road/Bobby Jones | | | | | | | | | |
| | Martinez Boulevard | 52 | 28 | 64 | 144 | 48 | 0.30 | 0.0063 | 23 | 3 |
| | Old Petersburg Road | 184 | 240 | 180 | 604 | 201 | 1.20 | 0.0060 | 21 | 10 |
| | Blue Ridge Drive | 52 | 12 | 20 | 84 | 28 | 0.10 | 0.0036 | 13 | 0 |
| | Columbia Industrial Boulevard | 44 | 42 | 42 | 128 | 43 | 0.50 | 0.0117 | 42 | 8 |
| | Washington Road | 104 | 156 | 180 | 440 | 147 | 0.60 | 0.0041 | 15 | 3 |
| | | | | | | | | | | |
| | | | | | | | 2.70 | | | 24 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**OLD EVANS ROAD: EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

EASTBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | TOTAL AVERAGE MPH* |
|----------------|-------------------------------|---------------------------------|---------------------|---------------------|------------------|------------------|-----------------------|-----------------------------|-------------------------------|--------------------|
| | | TUES RUN IN SECONDS | WEDS RUN IN SECONDS | THUR RUN IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS X 3600) | |
| | | | | | | | | | | |
| Old Evans Road | Washington Road | | | | | | | | | |
| | Columbia Industrial Boulevard | 64 | 60 | 62 | 186 | 62 | 0.60 | 0.01 | 34.84 | 8 |
| | Blue Ridge Drive | 48 | 40 | 46 | 134 | 45 | 0.50 | 0.01 | 40.30 | 7 |
| | Old Petersburg Road | 10 | 8 | 10 | 28 | 9 | 0.10 | 0.01 | 38.57 | 1 |
| | Martinez Boulevard | 198 | 158 | 146 | 502 | 167 | 1.20 | 0.01 | 25.82 | 11 |
| | Washington Road/Bobby Jones | 76 | 34 | 48 | 158 | 53 | 0.30 | 0.01 | 20.51 | 2 |
| | | | | | | | | | | |
| | | | | | | | 2.70 | | | 30 |

EASTBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | TOTAL AVERAGE MPH* |
|----------------|-------------------------------|---------------------------------|---------------------|---------------------|------------------|------------------|-----------------------|-----------------------------|-------------------------------|--------------------|
| | | TUES RUN IN SECONDS | WEDS RUN IN SECONDS | THUR RUN IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS X 3600) | |
| | | | | | | | | | | |
| Old Evans Road | Washington Road | | | | | | | | | |
| | Columbia Industrial Boulevard | 76 | 80 | 66 | 222 | 74 | 0.60 | 0.0081 | 29 | 6 |
| | Blue Ridge Drive | 42 | 56 | 80 | 178 | 59 | 0.50 | 0.0084 | 30 | 6 |
| | Old Petersburg Road | 8 | 28 | 24 | 60 | 20 | 0.10 | 0.0050 | 18 | 1 |
| | Martinez Boulevard | 146 | 105 | 124 | 375 | 125 | 1.20 | 0.0096 | 35 | 15 |
| | Washington Road/Bobby Jones | 48 | 154 | 134 | 336 | 112 | 0.30 | 0.0027 | 10 | 1 |
| | | | | | | | | | | |
| | | | | | | | 2.70 | | | 29 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**COLUMBIA ROAD: WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

WESTBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | TOTAL AVERAGE MPH* |
|---------------|--------------------|---------------------------------|---------------------|---------------------|------------------|------------------|-----------------------|-----------------------------|-------------------------------|--------------------|
| | | TUES RUN IN SECONDS | WEDS RUN IN SECONDS | THUR RUN IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS X 3600) | |
| | | | | | | | | | | |
| Columbia Road | Washington Road | | | | | | | | | |
| | Flowing Wells Road | 90 | 44 | 66 | 200.00 | 67 | 0.40 | 0.0060 | 22 | 1 |
| | Kroger Road | 222 | 8 | 8 | 238.00 | 79 | 0.10 | 0.0013 | 5 | 0 |
| | Belair Road | 194 | 172 | 218 | 584.00 | 195 | 2.00 | 0.0103 | 37 | 12 |
| | Hereford Farm Road | 256 | 258.00 | 290 | 804.00 | 268 | 3.70 | 0.0138 | 50 | 30 |
| | | | | | | | | | | |
| | | | | | | | 6.20 | | | 43 |

WESTBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | TOTAL AVERAGE MPH* |
|---------------|--------------------|---------------------------------|---------------------|---------------------|------------------|------------------|-----------------------|-----------------------------|-------------------------------|--------------------|
| | | TUES RUN IN SECONDS | WEDS RUN IN SECONDS | THUR RUN IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS X 3600) | |
| | | | | | | | | | | |
| Columbia Road | Washington Road | | | | | | | | | |
| | Flowing Wells Road | 109 | 60 | 166 | 335.00 | 112 | 0.40 | 0.0036 | 13 | 1 |
| | Kroger Road | 7 | 8 | 68 | 83.00 | 28 | 0.10 | 0.0036 | 13 | 0 |
| | Belair Road | 212 | 254 | 150 | 616.00 | 205 | 2.00 | 0.0097 | 35 | 11 |
| | Hereford Farm Road | 349 | 280 | 306 | 935.00 | 312 | 3.70 | 0.0119 | 43 | 26 |
| | | | | | | | | | | |
| | | | | | | | 6.20 | | | 38 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**COLUMBIA ROAD: EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

EASTBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | TOTAL AVERAGE MPH* |
|----------------------|--------------------|---------------------------------|---------------------|---------------------|------------------|------------------|-----------------------|-----------------------------|-------------------------------|--------------------|
| | | TUES RUN IN SECONDS | WEDS RUN IN SECONDS | THUR RUN IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS X 3600) | |
| | | | | | | | | | | |
| Columbia Road | Hereford Farm Road | | | | | | | | | |
| | Belair Road | 288 | 382 | 266 | 936.00 | 312 | 3.70 | 0.0119 | 43 | 25 |
| | Kroger Road | 186 | 148 | 158 | 492.00 | 164 | 0.10 | 0.0006 | 2 | 0 |
| | Flowing Wells Road | 90 | 78 | 98 | 266.00 | 89 | 2.00 | 0.0226 | 81 | 26 |
| | Washington Road | 116 | 112 | 242 | 470.00 | 157 | 0.40 | 0.0026 | 9 | 1 |
| | | | | | | | | | | |
| | | | | | | | 6.20 | | | 52 |

EASTBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | TOTAL AVERAGE MPH* |
|----------------------|--------------------|---------------------------------|---------------------|---------------------|------------------|------------------|-----------------------|-----------------------------|-------------------------------|--------------------|
| | | TUES RUN IN SECONDS | WEDS RUN IN SECONDS | THUR RUN IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS X 3600) | |
| | | | | | | | | | | |
| Columbia Road | Hereford Farm Road | | | | | | | | | |
| | Belair Road | 384 | 346 | 388 | 1118.00 | 373 | 3.70 | 0.0099 | 36 | 21 |
| | Kroger Road | 142 | 152 | 150 | 444.00 | 148 | 0.10 | 0.0007 | 2 | 0 |
| | Flowing Wells Road | 92 | 80 | 72 | 244.00 | 81 | 2.00 | 0.0246 | 89 | 29 |
| | Washington Road | 134 | 122 | 116 | 372.00 | 124 | 0.40 | 0.0032 | 12 | 1 |
| | | | | | | | | | | |
| | | | | | | | 6.20 | | | 51 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**BELAIR ROAD: SOUTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

SOUTHBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | TOTAL AVERAGE MPH* |
|-------------|----------------------|---------------------------------|---------------------|---------------------|------------------|------------------|-----------------------|-----------------------------|-------------------------------|--------------------|
| | | TUES RUN IN SECONDS | WEDS RUN IN SECONDS | THUR RUN IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS X 3600) | |
| Belair Road | | | | | | | | | | |
| | Washington Road | | | | | | | | | |
| | Peachtree Road | 18 | 24 | 16 | 58 | 19 | 0.15 | 0.0078 | 0 | 1 |
| | Hereford Farm Road | 18 | 18 | 80 | 116 | 39 | 0.15 | 0.0039 | 0 | 0 |
| | Cox Road/ Owens Road | 175 | 124 | 160 | 459 | 153 | 1.20 | 0.0078 | 28 | 7 |
| | Columbia Road | 85 | 96 | 124 | 305 | 102 | 1.00 | 0.0098 | 35 | 7 |
| | Oakley Pirkle Road | 84 | 60 | 70 | 214 | 71 | 0.70 | 0.0098 | 35 | 5 |
| | Wheeler Road | 64 | 122 | 396 | 582 | 194 | 0.80 | 0.0041 | 15 | 2 |
| | I-20 WB | 34 | 30 | 62 | 126 | 42 | 0.30 | 0.0071 | 26 | 2 |
| | I-20 EB | 14 | 10 | 14 | 38 | 13 | 0.10 | 0.0079 | 28 | 1 |
| | Park West Drive | 50 | 8 | 56 | 114 | 38 | 0.10 | 0.0026 | 9 | 0 |
| | Wrightsboro Road | 48 | 42 | 78 | 168 | 56 | 0.50 | 0.0089 | 32 | 3 |
| | | | | | | | 5.00 | | | 28 |

SOUTHBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | TOTAL AVERAGE MPH* |
|-------------|----------------------|---------------------------------|---------------------|---------------------|------------------|------------------|-----------------------|-----------------------------|-------------------------------|--------------------|
| | | TUES RUN IN SECONDS | WEDS RUN IN SECONDS | THUR RUN IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS X 3600) | |
| Belair Road | | | | | | | | | | |
| | Washington Road | | | | | | | | | |
| | Peachtree Road | 32 | 28 | 12 | 72 | 24 | 0.15 | 0.0063 | 23 | 1 |
| | Hereford Farm Road | 34 | 18 | 88 | 140 | 47 | 0.15 | 0.0032 | 12 | 0 |
| | Cox Road/ Owens Road | 89 | 152 | 144 | 385 | 128 | 1.20 | 0.0094 | 34 | 8 |
| | Columbia Road | 252 | 158 | 112 | 522 | 174 | 1.00 | 0.0057 | 21 | 4 |
| | Oakley Pirkle Road | 97 | 56 | 62 | 215 | 72 | 0.70 | 0.0098 | 35 | 5 |
| | Wheeler Road | 64 | 128 | 112 | 304 | 101 | 0.80 | 0.0079 | 28 | 5 |
| | I-20 WB | 28 | 34 | 28 | 90 | 30 | 0.30 | 0.0100 | 36 | 2 |
| | I-20 EB | 16 | 1 | 12 | 29 | 10 | 0.10 | 0.0103 | 37 | 1 |
| | Park West Drive | 81 | 120 | 82 | 283 | 94 | 0.10 | 0.0011 | 4 | 0 |
| | Wrightsboro Road | 161 | 98 | 44 | 303 | 101 | 0.50 | 0.0050 | 18 | 2 |
| | | | | | | | 5.00 | | | 27 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**BELAIR ROAD: NORTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

NORTHBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | TOTAL AVERAGE MPH* |
|-------------|----------------------|---------------------------------|---------------------|---------------------|------------------|------------------|-----------------------|-----------------------------|-------------------------------|--------------------|
| | | TUES RUN IN SECONDS | WEDS RUN IN SECONDS | THUR RUN IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS X 3600) | |
| Belair Road | | | | | | | | | | |
| | Wrightsboro Road | | | | | | | | | |
| | Park West Drive | 62 | 46 | 58 | 166.00 | 55 | 0.50 | 0.0090 | 33 | 3 |
| | I-20 EB | 8 | 24 | 12 | 44.00 | 15 | 0.10 | 0.0068 | 25 | 0 |
| | I-20 WB | 12 | 14 | 14 | 40.00 | 13 | 0.10 | 0.0075 | 27 | 1 |
| | Wheeler Road | 98 | 86 | 108 | 292.00 | 97 | 0.30 | 0.0031 | 11 | 1 |
| | Oakley Pirkle Road | 86 | 66 | 66 | 218.00 | 73 | 0.80 | 0.0110 | 40 | 6 |
| | Columbia Road | 94 | 62 | 138 | 294.00 | 98 | 0.70 | 0.0071 | 26 | 4 |
| | Cox Road/ Owens Road | 164 | 76 | 130 | 370.00 | 123 | 1.00 | 0.0081 | 29 | 6 |
| | Hereford Farm Road | 112 | 124 | 138 | 374.00 | 125 | 1.20 | 0.0096 | 35 | 8 |
| | Peachtree Road | 16 | 18 | 18 | 52.00 | 17 | 0.15 | 0.0087 | 31 | 1 |
| | Washington Road | 20 | 70 | 18 | 108.00 | 36 | 0.15 | 0.0042 | 15 | 0 |
| | | | | | | | 5.00 | | | 30 |

NORTHBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | TOTAL AVERAGE MPH* |
|-------------|----------------------|---------------------------------|---------------------|---------------------|------------------|------------------|-----------------------|-----------------------------|-------------------------------|--------------------|
| | | TUES RUN IN SECONDS | WEDS RUN IN SECONDS | THUR RUN IN SECONDS | TOTAL IN SECONDS | TOTAL SECONDS /3 | SEGMENT DISTANCE (MI) | SEG. DIST. /AVERAGE SECONDS | MPH (DIST. IN SECONDS X 3600) | |
| Belair Road | | | | | | | | | | |
| | Wrightsboro Road | | | | | | | | | |
| | Park West Drive | 42 | 140 | 172 | 354.00 | 118 | 0.50 | 0.0042 | 15 | 2 |
| | I-20 EB | 6 | 44 | 14 | 64.00 | 21 | 0.10 | 0.0047 | 17 | 0 |
| | I-20 WB | 14 | 2 | 22 | 38.00 | 13 | 0.10 | 0.0079 | 28 | 1 |
| | Wheeler Road | 101 | 26 | 100 | 227.00 | 76 | 0.30 | 0.0040 | 14 | 1 |
| | Oakley Pirkle Road | 87 | 50 | 66 | 203.00 | 68 | 0.80 | 0.0118 | 43 | 7 |
| | Columbia Road | 106 | 128 | 332 | 566.00 | 189 | 0.70 | 0.0037 | 13 | 2 |
| | Cox Road/ Owens Road | 96 | 82 | 118 | 296.00 | 99 | 1.00 | 0.0101 | 36 | 7 |
| | Hereford Farm Road | 152 | 90 | 240 | 482.00 | 161 | 1.20 | 0.0075 | 27 | 6 |
| | Peachtree Road | 16 | 18 | 78 | 112.00 | 37 | 0.15 | 0.0040 | 14 | 0 |
| | Washington Road | 16 | 108 | 38 | 162.00 | 54 | 0.15 | 0.0028 | 10 | 0 |
| | | | | | | | 5.00 | | | 26 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

RICHMOND COUNTY

2008 SEGMENT SPEED WORKSHEETS

**FIFTEENTH STREET : SOUTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

SOUTHBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|---------------------|---------------------------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| Fifteenth St | Reynolds Street | | | | | | | | | |
| | Jones Street | 8 | 50 | 51 | 109 | 36 | 0.08 | 0.0022 | 8 | 0 |
| | Broad Street | 56 | 8 | 12 | 76 | 25 | 0.08 | 0.0032 | 11 | 0 |
| | Greene Street | 16 | 234 | 18 | 268 | 89 | 0.14 | 0.0016 | 6 | 0 |
| | John C. Calhoun Expressway | 24 | 20 | 27 | 71 | 24 | 0.14 | 0.0059 | 21 | 1 |
| | Walton Way | 32 | 46 | 23 | 101 | 34 | 0.24 | 0.0071 | 26 | 2 |
| | Harper Street / Pope Avenue | 66 | 54 | 60 | 180 | 60 | 0.23 | 0.0038 | 14 | 1 |
| | Laney Walker Boulevard | 76 | 64 | 29 | 169 | 56 | 0.20 | 0.0036 | 13 | 1 |
| | Wrightsboro Road (middle of overpass) | 33 | 42 | 34 | 109 | 36 | 0.37 | 0.0102 | 37 | 5 |
| | Carver Street / Government Street | 23 | 20 | 27 | 70 | 23 | 0.20 | 0.0086 | 31 | 2 |
| | Castleberry Lane | 16 | 10 | 14 | 40 | 13 | 0.20 | 0.0150 | 54 | 4 |
| | Essie McIntyre / Sunset Avenue | 52 | 28 | 35 | 115 | 38 | 0.30 | 0.0078 | 28 | 3 |
| | Martin Luther King Boulevard | 124 | 104 | 138 | 366 | 122 | 0.43 | 0.0035 | 13 | 2 |
| | | | | | | | 2.61 | | | 24 |

SOUTHBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|---------------------|---------------------------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| Fifteenth St | Reynolds Street | | | | | | | | | |
| | Jones Street | 10 | 10 | 40 | 60 | 20 | 0.08 | 0.0040 | 14 | 0 |
| | Broad Street | 10 | 32 | 8 | 50 | 17 | 0.08 | 0.0048 | 17 | 1 |
| | Greene Street | 20 | 16 | 18 | 54 | 18 | 0.14 | 0.0078 | 28 | 2 |
| | John C. Calhoun Expressway | 16 | 44 | 18 | 78 | 26 | 0.14 | 0.0054 | 19 | 1 |
| | Walton Way | 32 | 74 | 114 | 220 | 73 | 0.24 | 0.0033 | 12 | 1 |
| | Harper Street / Pope Avenue | 42 | 54 | 44 | 140 | 47 | 0.23 | 0.0049 | 18 | 2 |
| | Laney Walker Boulevard | 52 | 22 | 34 | 108 | 36 | 0.20 | 0.0056 | 20 | 2 |
| | Wrightsboro Road (middle of overpass) | 46 | 30 | 36 | 112 | 37 | 0.37 | 0.0099 | 36 | 5 |
| | Carver Street / Government Street | 42 | 36 | 10 | 88 | 29 | 0.20 | 0.0068 | 25 | 2 |
| | Castleberry Lane | 20 | 18 | 22 | 60 | 20 | 0.20 | 0.0100 | 36 | 3 |
| | Essie McIntyre / Sunset Avenue | 76 | 68 | 94 | 238 | 79 | 0.30 | 0.0038 | 14 | 2 |
| | Martin Luther King Boulevard | 82 | 126 | 220 | 428 | 143 | 0.43 | 0.0030 | 11 | 2 |
| | | | | | | | 2.61 | | | 21 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**FIFTEENTH STREET : NORTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

NORTHBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|----------------------|---------------------------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| | | | | | | | | | | |
| Fifteenth St. | Martin Luther King Boulevard | | | | | | | | | |
| | Essie McIntyre / Sunset Avenue | 74 | 78 | 53 | 205 | 68 | 0.43 | 0.0063 | 23 | 4 |
| | Castleberry Lane | 38 | 60 | 34 | 132 | 44 | 0.30 | 0.0068 | 25 | 3 |
| | Carver Street / Government Street | 40 | 30 | 26 | 96 | 32 | 0.20 | 0.0063 | 23 | 2 |
| | Wrightsboro Road (middle of overpass) | 28 | 26 | 24 | 78 | 26 | 0.20 | 0.0077 | 28 | 2 |
| | Laney Walker Boulevard | 88 | 98 | 48 | 234 | 78 | 0.37 | 0.0047 | 17 | 2 |
| | Harper Street / Pope Avenue | 32 | 36 | 51 | 119 | 40 | 0.20 | 0.0050 | 18 | 1 |
| | Walton Way | 88 | 26 | 49 | 163 | 54 | 0.23 | 0.0042 | 15 | 1 |
| | John C. Calhoun Expressway | 26 | 22 | 44 | 92 | 31 | 0.24 | 0.0078 | 28 | 3 |
| | Greene Street | 14 | 11 | 16 | 41 | 14 | 0.14 | 0.0102 | 37 | 2 |
| | Broad Street | 30 | 49 | 19 | 98 | 33 | 0.14 | 0.0043 | 15 | 1 |
| | Jones Street | 12 | 8 | 53 | 73 | 24 | 0.08 | 0.0033 | 12 | 0 |
| | Reynolds Street | 42 | 6 | 9 | 57 | 19 | 0.08 | 0.0042 | 15 | 0 |
| | | | | | | | | | | |
| | | | | | | | 2.61 | | | 22 |

NORTHBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|----------------------|---------------------------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| | | | | | | | | | | |
| Fifteenth St. | Martin Luther King Boulevard | | | | | | | | | |
| | Essie McIntyre / Sunset Avenue | 48 | 52 | 16 | 116 | 39 | 0.43 | 0.0111 | 40 | 7 |
| | Castleberry Lane | 56 | 50 | 34 | 140 | 47 | 0.30 | 0.0064 | 23 | 3 |
| | Carver Street / Government Street | 36 | 22 | 30 | 88 | 29 | 0.20 | 0.0068 | 25 | 2 |
| | Wrightsboro Road (middle of overpass) | 26 | 26 | 28 | 80 | 27 | 0.20 | 0.0075 | 27 | 2 |
| | Laney Walker Boulevard | 76 | 92 | 118 | 286 | 95 | 0.37 | 0.0039 | 14 | 2 |
| | Harper Street / Pope Avenue | 46 | 60 | 60 | 166 | 55 | 0.20 | 0.0036 | 13 | 1 |
| | Walton Way | 56 | 130 | 98 | 284 | 95 | 0.23 | 0.0024 | 9 | 1 |
| | John C. Calhoun Expressway | 26 | 50 | 24 | 100 | 33 | 0.24 | 0.0072 | 26 | 2 |
| | Greene Street | 18 | 16 | 16 | 50 | 17 | 0.14 | 0.0084 | 30 | 2 |
| | Broad Street | 18 | 63 | 16 | 97 | 32 | 0.14 | 0.0043 | 16 | 1 |
| | Jones Street | 8 | 9 | 6 | 23 | 8 | 0.08 | 0.0104 | 38 | 1 |
| | Reynolds Street | 56 | 8 | 8 | 72 | 24 | 0.08 | 0.0033 | 12 | 0 |
| | | | | | | | | | | |
| | | | | | | | 2.61 | | | 23 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**THIRTEENTH STREET: SOUTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

SOUTHBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|-----------------------------------|-------------------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| | | | | | | | | | | |
| 13th Street / RA Dent Blvd | Reynolds Street | | | | | | | | | |
| | Jones Street | 9 | 6 | 16 | 31 | 10 | 0.08 | 0.0077 | 28 | 1 |
| | Broad Street | 10 | 38 | 8 | 56 | 19 | 0.10 | 0.0054 | 19 | 1 |
| | Greene Street | 56 | 16 | 14 | 86 | 29 | 0.10 | 0.0035 | 13 | 1 |
| | Telfair Street | 46 | 6 | 6 | 58 | 19 | 0.10 | 0.0052 | 19 | 1 |
| | Walton Way | 52 | 44 | 60 | 156 | 52 | 0.30 | 0.0058 | 21 | 4 |
| | University Pl / R A Dent Blvd | 84 | 42 | 42 | 168 | 56 | 0.20 | 0.0036 | 13 | 2 |
| | Laney Walker Boulevard | 58 | 28 | 40 | 126 | 42 | 0.30 | 0.0071 | 26 | 5 |
| | Wrightsboro Road (no signal) | 44 | 44 | 48 | 136 | 45 | 0.40 | 0.0088 | 32 | 8 |
| | | | | | | | | | | |
| | | | | | | | 1.58 | | | 23 |

SOUTHBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|-----------------------------------|-------------------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| | | | | | | | | | | |
| 13th Street / RA Dent Blvd | Reynolds Street | | | | | | | | | |
| | Jones Street | 28 | 34 | 32 | 94 | 31 | 0.08 | 0.0026 | 9 | 0 |
| | Broad Street | 10 | 8 | 6 | 24 | 8 | 0.10 | 0.0125 | 45 | 3 |
| | Greene Street | 16 | 20 | 18 | 54 | 18 | 0.10 | 0.0056 | 20 | 1 |
| | Telfair Street | 6 | 36 | 64 | 106 | 35 | 0.10 | 0.0028 | 10 | 1 |
| | Walton Way | 44 | 458 | 102 | 604 | 201 | 0.30 | 0.0015 | 5 | 1 |
| | University Pl / R A Dent Blvd | 42 | 30 | 12 | 84 | 28 | 0.20 | 0.0071 | 26 | 3 |
| | Laney Walker Boulevard | 28 | 62 | 42 | 132 | 44 | 0.30 | 0.0068 | 25 | 5 |
| | Wrightsboro Road (no signal) | 44 | 84 | 40 | 168 | 56 | 0.40 | 0.0071 | 26 | 7 |
| | | | | | | | | | | |
| | | | | | | | 1.58 | | | 21 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**THIRTEENTH STREET: NORTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

NORTHBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|-----------------------------------|-------------------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| | | | | | | | | | | |
| 13th Street / RA Dent Blvd | Wrightsboro Road (no signal) | | | | | | | | | |
| | Laney Walker Boulevard | 104 | 72 | 62 | 238 | 79 | 0.40 | 0.0050 | 18 | 5 |
| | University Pl / R A Dent Blvd | 44 | 32 | 30 | 106 | 35 | 0.30 | 0.0085 | 31 | 6 |
| | Walton Way | 24 | 94 | 86 | 204 | 68 | 0.20 | 0.0029 | 11 | 1 |
| | Telfair Street | 32 | 40 | 36 | 108 | 36 | 0.30 | 0.0083 | 30 | 6 |
| | Greene Street | 36 | 16 | 6 | 58 | 19 | 0.10 | 0.0052 | 19 | 1 |
| | Broad Street | 16 | 16 | 44 | 76 | 25 | 0.10 | 0.0039 | 14 | 1 |
| | Jones Street | 6 | 6 | 22 | 34 | 11 | 0.10 | 0.0088 | 32 | 2 |
| | Reynolds Street | 12 | 16 | 6 | 34 | 11 | 0.08 | 0.0071 | 25 | 1 |
| | | | | | | | | | | |
| | | | | | | | 1.58 | | | 23 |

NORTHBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|-----------------------------------|-------------------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| | | | | | | | | | | |
| 13th Street / RA Dent Blvd | Wrightsboro Road (no signal) | | | | | | | | | |
| | Laney Walker Boulevard | 76 | 84 | 70 | 230 | 77 | 0.40 | 0.0052 | 19 | 5 |
| | University Pl / R A Dent Blvd | 28 | 54 | 40 | 122 | 41 | 0.30 | 0.0074 | 27 | 5 |
| | Walton Way | 102 | 50 | 34 | 186 | 62 | 0.20 | 0.0032 | 12 | 1 |
| | Telfair Street | 32 | 74 | 54 | 160 | 53 | 0.30 | 0.0056 | 20 | 4 |
| | Greene Street | 8 | 28 | 8 | 44 | 15 | 0.10 | 0.0068 | 25 | 2 |
| | Broad Street | 21 | 84 | 104 | 209 | 70 | 0.10 | 0.0014 | 5 | 0 |
| | Jones Street | 9 | 30 | 10 | 49 | 16 | 0.10 | 0.0061 | 22 | 1 |
| | Reynolds Street | 6 | 16 | 16 | 38 | 13 | 0.08 | 0.0063 | 23 | 1 |
| | | | | | | | | | | |
| | | | | | | | 1.58 | | | 20 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**WASHINGTON ROAD: WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

WESTBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|-----------------|---|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| Washington Road | John C. Calhoun Expressway (no signal) | | | | | | | | | |
| | E. Vineland Road/Woodbine Road | 26 | 32 | 34 | 92 | 31 | 0.62 | 0.0202 | 73 | 10 |
| | Eisenhower Drive | 58 | 36 | 34 | 128 | 43 | 0.45 | 0.0105 | 38 | 4 |
| | Azalea Drive | 20 | 16 | 14 | 50 | 17 | 0.18 | 0.0108 | 39 | 2 |
| | Berckmans Road | 20 | 32 | 14 | 66 | 22 | 0.23 | 0.0105 | 38 | 2 |
| | Alexander Drive /Stanley Drive | 34 | 32 | 20 | 86 | 29 | 0.35 | 0.0122 | 44 | 4 |
| | Bertram Road | 28 | 66 | 34 | 128 | 43 | 0.33 | 0.0077 | 28 | 2 |
| | Boy Scout Road | 40 | 26 | 24 | 90 | 30 | 0.25 | 0.0083 | 30 | 2 |
| | I-20 EB | 30 | 40 | 64 | 134 | 45 | 0.20 | 0.0045 | 16 | 1 |
| | I-20 WB | 4 | 19 | 44 | 67 | 22 | 0.19 | 0.0085 | 31 | 1 |
| | Stevens Creek Road | 82 | 55 | 8 | 145 | 48 | 0.09 | 0.0019 | 7 | 0 |
| | Patriots Way | 28 | 26 | 24 | 78 | 26 | 0.27 | 0.0104 | 37 | 2 |
| | Warren Road | 10 | 48 | 26 | 84 | 28 | 0.32 | 0.0114 | 41 | 3 |
| | Fury's Ferry Road | 12 | 16 | 14 | 42 | 14 | 0.17 | 0.0121 | 44 | 2 |
| | Pleasant Home Road | 58 | 49 | 104 | 211 | 70 | 0.66 | 0.0094 | 34 | 5 |
| | | | | | | | 4.31 | | | 40 |

WESTBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|-----------------|---|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| Washington Road | John C. Calhoun Expressway (no signal) | | | | | | | | | |
| | E. Vineland Road/Woodbine Road | 32 | 36 | 100 | 168 | 56 | 0.62 | 0.0111 | 39.9 | 6 |
| | Eisenhower Drive | 34 | 34 | 54 | 122 | 41 | 0.45 | 0.0111 | 39.8 | 4 |
| | Azalea Drive | 16 | 30 | 20 | 66 | 22 | 0.18 | 0.0082 | 29.4 | 1 |
| | Berckmans Road | 76 | 92 | 24 | 192 | 64 | 0.23 | 0.0036 | 12.9 | 1 |
| | Alexander Drive /Stanley Drive | 36 | 178 | 38 | 252 | 84 | 0.35 | 0.0042 | 15 | 1 |
| | Bertram Road | 38 | 190 | 40 | 268 | 89 | 0.33 | 0.0037 | 13.3 | 1 |
| | Boy Scout Road | 28 | 36 | 98 | 162 | 54 | 0.25 | 0.0046 | 16.7 | 1 |
| | I-20 EB | 18 | 20 | 24 | 62 | 21 | 0.20 | 0.0097 | 34.8 | 2 |
| | I-20 WB | 94 | 60 | 30 | 184 | 61 | 0.19 | 0.0031 | 11.2 | 0 |
| | Stevens Creek Road | 10 | 10 | 46 | 66 | 22 | 0.09 | 0.0041 | 14.7 | 0 |
| | Patriots Way | 28 | 50 | 28 | 106 | 35 | 0.27 | 0.0077 | 27.5 | 2 |
| | Warren Road | 54 | 60 | 28 | 142 | 47 | 0.32 | 0.0068 | 24.4 | 2 |
| | Fury's Ferry Road | 16 | 20 | 10 | 46 | 15 | 0.17 | 0.0111 | 40 | 2 |
| | Pleasant Home Road | 68 | 86 | 126 | 280 | 93 | 0.66 | 0.0071 | 25.5 | 4 |
| | | | | | | | 4.31 | | | 26 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**WASHINGTON ROAD : EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

EASTBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|-----------------|---------------------------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| Washington Road | Pleasant Home Road | | | | | | | | | |
| | Fury's Ferry Road | 53 | 112 | 82 | 247 | 82 | 0.66 | 0.0080 | 29 | 4 |
| | Warren Road | 14 | 14 | 16 | 44 | 15 | 0.17 | 0.0116 | 42 | 2 |
| | Patriots Way | 26 | 28 | 28 | 82 | 27 | 0.32 | 0.0117 | 42 | 3 |
| | Stevens Creek Road | 113 | 24 | 26 | 163 | 54 | 0.27 | 0.0050 | 18 | 1 |
| | I-20 WB | 18 | 72 | 32 | 122 | 41 | 0.09 | 0.0022 | 8 | 0 |
| | I-20 EB | 4 | 70 | 48 | 122 | 41 | 0.19 | 0.0047 | 17 | 1 |
| | Boy Scout Road | 24 | 60 | 38 | 122 | 41 | 0.20 | 0.0049 | 18 | 1 |
| | Bertram Road | 68 | 110 | 56 | 234 | 78 | 0.25 | 0.0032 | 12 | 1 |
| | Alexander Drive /Stanley Drive | 31 | 32 | 58 | 121 | 40 | 0.33 | 0.0082 | 30 | 2 |
| | Berckmans Road | 59 | 34 | 68 | 161 | 54 | 0.35 | 0.0065 | 24 | 2 |
| | Azalea Drive | 22 | 18 | 20 | 60 | 20 | 0.23 | 0.0115 | 41 | 2 |
| | Eisenhower Drive | 46 | 40 | 40 | 126 | 42 | 0.18 | 0.0043 | 15 | 1 |
| | E. Vineland Road / Woodbine Road | 40 | 38 | 36 | 114 | 38 | 0.45 | 0.0118 | 43 | 4 |
| | John C.Calhoun Expressway (no signal) | 32 | 28 | 32 | 92 | 31 | 0.62 | 0.0202 | 73 | 10 |
| | | | | | | | 4.31 | | | 35 |

EASTBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|-----------------|---------------------------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| Washington Road | Pleasant Home Road | | | | | | | | | |
| | Fury's Ferry Road | 56 | 68 | 56 | 180 | 60 | 0.66 | 0.0110 | 39.6 | 6 |
| | Warren Road | 20 | 14 | 16 | 50 | 17 | 0.17 | 0.0102 | 36.6 | 1 |
| | Patriots Way | 40 | 30 | 32 | 102 | 34 | 0.32 | 0.0094 | 33.9 | 3 |
| | Stevens Creek Road | 112 | 26 | 56 | 194 | 65 | 0.27 | 0.0042 | 15.0 | 1 |
| | I-20 WB | 100 | 28 | 12 | 140 | 47 | 0.09 | 0.0019 | 6.9 | 0 |
| | I-20 EB | 22 | 22 | 26 | 70 | 23 | 0.19 | 0.0082 | 29.3 | 1 |
| | Boy Scout Road | 22 | 20 | 104 | 146 | 49 | 0.20 | 0.0041 | 14.8 | 1 |
| | Bertram Road | 48 | 22 | 24 | 94 | 31 | 0.25 | 0.0080 | 28.8 | 2 |
| | Alexander Drive /Stanley Drive | 44 | 44 | 60 | 148 | 49 | 0.33 | 0.0067 | 24.1 | 2 |
| | Berckmans Road | 108 | 34 | 35 | 177 | 59 | 0.35 | 0.0059 | 21.3 | 2 |
| | Azalea Drive | 24 | 22 | 19 | 65 | 22 | 0.23 | 0.0106 | 38.2 | 2 |
| | Eisenhower Drive | 14 | 78 | 43 | 135 | 45 | 0.18 | 0.0040 | 14.4 | 1 |
| | E. Vineland Road / Woodbine Road | 34 | 38 | 37 | 109 | 36 | 0.45 | 0.0124 | 44.6 | 5 |
| | John C.Calhoun Expressway (no signal) | 28 | 28 | 32 | 88 | 29 | 0.62 | 0.0212 | 76.2 | 11 |
| | | | | | | | 4.31 | | | 37 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**JACKSON ROAD/WALTON WAY EXTENSION/DAVIS ROAD: SOUTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

SOUTHBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|-----------------------|---------------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| | | | | | | | | | | |
| Jackson Rd/Walton Way | Washington Road | | | | | | | | | |
| Extension/Davis Road | Oak Drive | 36 | 44 | 36 | 116 | 39 | 0.38 | 0.0098 | 35 | 4 |
| | Camilla Ave/Toucan Drive | 18 | 26 | 20 | 64 | 21 | 0.26 | 0.0122 | 44 | 3 |
| | Pleasant Home Road | 91 | 30 | 28 | 149 | 50 | 0.36 | 0.0072 | 26 | 3 |
| | I-20 (On Ramp) | 33 | 30 | 32 | 69 | 23 | 0.38 | 0.0165 | 59 | 7 |
| | I-20 (Off Ramp) | 2 | 4 | 32 | 50 | 17 | 0.02 | 0.0012 | 4 | 0 |
| | Robert C. Daniel Jr. Pkwy | 18 | 16 | 44 | 72 | 24 | 0.20 | 0.0083 | 30 | 2 |
| | Skinner Mill Road | 9 | 10 | 8 | 89 | 30 | 0.10 | 0.0034 | 12 | 0 |
| | Wheeler Road | 35 | 72 | 41 | 148 | 49 | 0.35 | 0.0071 | 26 | 3 |
| | Walton Way | 26 | 24 | 30 | 80 | 27 | 0.25 | 0.0094 | 34 | 2 |
| | Wrightsboro Road | 132 | 172 | 169 | 473 | 158 | 1.15 | 0.0073 | 26 | 9 |
| | | | | | | | | | | |
| | | | | | | | 3.45 | | | 32 |

SOUTHBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|-----------------------|---------------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| | | | | | | | | | | |
| Jackson Rd/Walton Way | Washington Road | | | | | | | | | |
| Extension/Davis Road | Oak Drive | 48 | 36 | 44 | 128 | 43 | 0.38 | 0.0089 | 32 | 4 |
| | Camilla Ave/Toucan Drive | 26 | 24 | 22 | 72 | 24 | 0.26 | 0.0108 | 39 | 3 |
| | Pleasant Home Road | 85 | 34 | 48 | 167 | 56 | 0.36 | 0.0065 | 23 | 2 |
| | I-20 (On Ramp) | 16 | 34 | 41 | 91 | 30 | 0.38 | 0.0125 | 45 | 5 |
| | I-20 (Off Ramp) | 2 | 2 | 3 | 7 | 2 | 0.02 | 0.0086 | 31 | 0 |
| | Robert C. Daniel Jr. Pkwy | 16 | 18 | 106 | 140 | 47 | 0.20 | 0.0043 | 15 | 1 |
| | Skinner Mill Road | 51 | 8 | 14 | 73 | 24 | 0.10 | 0.0041 | 15 | 0 |
| | Wheeler Road | 114 | 92 | 136 | 342 | 114 | 0.35 | 0.0031 | 11 | 1 |
| | Walton Way | 26 | 34 | 46 | 106 | 35 | 0.25 | 0.0071 | 25 | 2 |
| | Wrightsboro Road | 334 | 160 | 200 | 694 | 231 | 1.15 | 0.0050 | 18 | 6 |
| | | | | | | | | | | |
| | | | | | | | 3.45 | | | 24 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**JACKSON ROAD/WALTON WAY/DAVIS ROAD: NORTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

NORTHBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|--|---------------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| | | | | | | | | | | |
| Jackson Road/Walton Way Extension/Davis Road | Wrightsboro Road | | | | | | | | | |
| | Walton Way | 164 | 160 | 162 | 486 | 162 | 1.15 | 0.0071 | 26 | 9 |
| | Wheeler Road | 66 | 44 | 34 | 144 | 48 | 0.25 | 0.0052 | 19 | 1 |
| | Skinner Mill Road | 30 | 34 | 72 | 136 | 45 | 0.35 | 0.0077 | 28 | 3 |
| | Robert C. Daniel Jr. Pkwy | 14 | 40 | 12 | 66 | 22 | 0.10 | 0.0045 | 16 | 0 |
| | I-20 (Off Ramp) | 14 | 16 | 75 | 105 | 35 | 0.20 | 0.0057 | 21 | 1 |
| | I-20 (On Ramp) | 2 | 2 | 2 | 6 | 2 | 0.02 | 0.0100 | 36 | 0 |
| | Pleasant Home Road | 80 | 30 | 29 | 139 | 46 | 0.38 | 0.0082 | 30 | 3 |
| | Camilla Ave/Toucan Drive | 32 | 46 | 16 | 94 | 31 | 0.36 | 0.0115 | 41 | 4 |
| | Oak Drive | 34 | 24 | 20 | 78 | 26 | 0.26 | 0.0100 | 36 | 3 |
| | Washington Road | 40 | 38 | 50 | 128 | 43 | 0.38 | 0.0089 | 32 | 4 |
| | | | | | | | | | | |
| | | | | | | | 3.45 | | | 28 |

NORTHBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|--|---------------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| | | | | | | | | | | |
| Jackson Rd/Walton Way Extension/Davis Road | Wrightsboro Road | | | | | | | | | |
| | Walton Way | 122 | 340 | 368 | 830 | 277 | 1.15 | 0.0042 | 15 | 5 |
| | Wheeler Road | 24 | 30 | 116 | 170 | 57 | 0.25 | 0.0044 | 16 | 1 |
| | Skinner Mill Road | 28 | 32 | 32 | 92 | 31 | 0.35 | 0.0114 | 41 | 4 |
| | Robert C. Daniel Jr. Pkwy | 94 | 82 | 10 | 186 | 62 | 0.10 | 0.0016 | 6 | 0 |
| | I-20 (Off Ramp) | 16 | 14 | 14 | 44 | 15 | 0.20 | 0.0136 | 49 | 3 |
| | I-20 (On Ramp) | 2 | 2 | 2 | 6 | 2 | 0.02 | 0.0100 | 36 | 0 |
| | Pleasant Home Road | 22 | 44 | 24 | 90 | 30 | 0.38 | 0.0127 | 46 | 5 |
| | Camilla Ave/Toucan Drive | 34 | 26 | 26 | 86 | 29 | 0.36 | 0.0126 | 45 | 5 |
| | Oak Drive | 24 | 20 | 20 | 64 | 21 | 0.26 | 0.0122 | 44 | 3 |
| | Washington Road | 40 | 46 | 118 | 204 | 68 | 0.38 | 0.0056 | 20 | 2 |
| | | | | | | | | | | |
| | | | | | | | 3.45 | | | 29 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**WALTON WAY SEGMENT 1: WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

| CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|-------------------|---------------------------------|--------------------------|----------------------------|------------------------|--------------------|-----------------------------|----------------------------------|-------------------------|---------------------------------------|
| | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| Gordon Hwy. | | | | | | | | | |
| 5th Street | 29 | 30 | 10 | 69 | 23 | 0.05 | 0.0022 | 8 | 0 |
| 7th Street | 27 | 26 | 28 | 81 | 27 | 0.28 | 0.0104 | 37 | 3 |
| 9th Street | 56 | 44 | 26 | 126 | 42 | 0.26 | 0.0062 | 22 | 2 |
| 11th Street | 22 | 24 | 18 | 64 | 21 | 0.21 | 0.0099 | 36 | 2 |
| 12th Street | 16 | 14 | 10 | 40 | 13 | 0.11 | 0.0083 | 30 | 1 |
| 13th Street | 28 | 32 | 26 | 86 | 29 | 0.16 | 0.0056 | 20 | 1 |
| St. Sebastian Way | 48 | 48 | 40 | 136 | 45 | 0.27 | 0.0060 | 22 | 2 |
| 15th Street | 67 | 68 | 70 | 205 | 68 | 0.30 | 0.0044 | 16 | 2 |
| Crawford Ave. | 69 | 68 | 70 | 207 | 69 | 0.57 | 0.0083 | 30 | 5 |
| Eve Street | 14 | 20 | 16 | 50 | 17 | 0.16 | 0.0096 | 35 | 2 |
| Baker Ave. | 10 | 10 | 10 | 30 | 10 | 0.10 | 0.0100 | 36 | 1 |
| Heard Ave. | 24 | 60 | 46 | 130 | 43 | 0.30 | 0.0069 | 25 | 2 |
| Milledge Road | 76 | 84 | 42 | 202 | 67 | 0.36 | 0.0054 | 19 | 2 |
| | | | | | | | | | |
| | | | | | | 3.13 | | | 26 |

WEIGHTED AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

B-34

**WALTON WAY SEGMENT 1: WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

| CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|-------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| Gordon Hwy. | | | | | | | | | |
| 5th Street | 17 | 25 | 34 | 76 | 25 | 0.05 | 0.0020 | 7 | 0 |
| 7th Street | 28 | 14 | 44 | 86 | 29 | 0.28 | 0.0098 | 35 | 3 |
| 9th Street | 44 | 24 | 23 | 91 | 30 | 0.26 | 0.0086 | 31 | 3 |
| 11th Street | 36 | 20 | 19 | 75 | 25 | 0.21 | 0.0084 | 30 | 2 |
| 12th Street | 13 | 10 | 50 | 73 | 24 | 0.11 | 0.0045 | 16 | 1 |
| 13th Street | 89 | 42 | 44 | 175 | 58 | 0.16 | 0.0027 | 10 | 1 |
| St. Sebastian Way | 28 | 42 | 30 | 100 | 33 | 0.27 | 0.0081 | 29 | 3 |
| 15th Street | 64 | 32 | 142 | 238 | 79 | 0.30 | 0.0038 | 14 | 1 |
| Crawford Ave. | 106 | 76 | 102 | 284 | 95 | 0.57 | 0.0060 | 22 | 4 |
| Eve Street | 20 | 28 | 26 | 74 | 25 | 0.16 | 0.0065 | 23 | 1 |
| Baker Ave. | 12 | 28 | 11 | 51 | 17 | 0.10 | 0.0059 | 21 | 1 |
| Heard Ave. | 28 | 32 | 27 | 87 | 29 | 0.30 | 0.0103 | 37 | 4 |
| Milledge Road | 76 | 44 | 46 | 166 | 55 | 0.36 | 0.0065 | 23 | 3 |
| | | | | | | | | | |
| | | | | | | 3.13 | | | 25 |

AGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**WALTON WAY SEGMENT 1: EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

EASTBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|------------|-------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| Walton Way | Milledge Road | | | | | | | | | |
| | Heard Ave. | 90 | 42 | 64 | 196 | 65.3 | 0.36 | 0.0055 | 19.8 | 2 |
| | Baker Ave. | 60 | 64 | 32 | 156 | 52.0 | 0.30 | 0.0058 | 20.8 | 2 |
| | Eve Street | 27 | 13 | 10 | 50 | 16.7 | 0.10 | 0.0060 | 21.6 | 1 |
| | Crawford Ave. | 27 | 18 | 18 | 63 | 21.0 | 0.16 | 0.0076 | 27.4 | 1 |
| | 15th Street | 162 | 159 | 192 | 513 | 171.0 | 0.57 | 0.0033 | 12.0 | 2 |
| | St. Sebastian Way | 40 | 58 | 46 | 144 | 48.0 | 0.30 | 0.0063 | 22.5 | 2 |
| | 13th Street | 56 | 64 | 34 | 154 | 51.3 | 0.27 | 0.0053 | 18.9 | 2 |
| | 12th Street | 42 | 22 | 28 | 92 | 30.7 | 0.16 | 0.0052 | 18.8 | 1 |
| | 11th Street | 16 | 32 | 18 | 66 | 22.0 | 0.11 | 0.0050 | 18.0 | 1 |
| | 9th Street | 24 | 44 | 34 | 102 | 34.0 | 0.21 | 0.0062 | 22.2 | 1 |
| | 7th Street | 24 | 26 | 24 | 74 | 24.7 | 0.26 | 0.0105 | 37.9 | 3 |
| | 5th Street | 26 | 26 | 42 | 94 | 31.3 | 0.28 | 0.0090 | 32.2 | 3 |
| | Gordon Hwy. | 126 | 66 | 88 | 280 | 93.3 | 0.05 | 0.0005 | 1.9 | 0 |
| | | | | | | | 3.13 | | | 21 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

B-36

**WALTON WAY SEGMENT 1: EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

EASTBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|------------|-------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| Walton Way | | | | | | | | | | |
| | Milledge Road | | | | | | | | | |
| | Heard Ave. | 44 | 36 | 40 | 120 | 40.0 | 0.36 | 0.0090 | 32.4 | 4 |
| | Baker Ave. | 36 | 38 | 24 | 98 | 32.7 | 0.30 | 0.0092 | 33.0 | 3 |
| | Eve Street | 12 | 8 | 10 | 30 | 10.0 | 0.10 | 0.0100 | 36.0 | 1 |
| | Crawford Ave. | 18 | 16 | 60 | 94 | 31.3 | 0.16 | 0.0051 | 18.4 | 1 |
| | 15th Street | 82 | 84 | 66 | 232 | 77.3 | 0.57 | 0.0074 | 26.5 | 5 |
| | St. Sebastian Way | 86 | 32 | 38 | 156 | 52.0 | 0.30 | 0.0058 | 20.8 | 2 |
| | 13th Street | 42 | 26 | 30 | 98 | 32.7 | 0.27 | 0.0083 | 29.7 | 3 |
| | 12th Street | 24 | 28 | 32 | 84 | 28.0 | 0.16 | 0.0057 | 20.6 | 1 |
| | 11th Street | 12 | 13 | 16 | 41 | 13.7 | 0.11 | 0.0080 | 28.9 | 1 |
| | 9th Street | 28 | 35 | 30 | 93 | 31.0 | 0.21 | 0.0068 | 24.4 | 2 |
| | 7th Street | 62 | 64 | 62 | 188 | 62.7 | 0.26 | 0.0042 | 14.9 | 1 |
| | 5th Street | 52 | 28 | 36 | 116 | 38.7 | 0.28 | 0.0072 | 26.1 | 2 |
| | Gordon Hwy. | 84 | 128 | 16 | 228 | 76.0 | 0.05 | 0.0007 | 2.4 | 0 |
| | | | | | | | 3.13 | | | 26 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

B-37

**WALTON WAY SEGMENT 2 : WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

WESTBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|------------|-----------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| Walton Way | | | | | | | | | | |
| | Milledge Road | | | | | | | | | |
| | John's Road | 72 | 36 | 32 | 140 | 46.7 | 0.22 | 0.0047 | 17 | 2 |
| | Fleming Ave. | 58 | 70 | 44 | 172 | 57.3 | 0.37 | 0.0065 | 23 | 5 |
| | Monte Sano Ave. | 102 | 112 | 46 | 260 | 86.7 | 0.24 | 0.0028 | 10 | 1 |
| | Highland Ave. | 26 | 34 | 30 | 90 | 30.0 | 0.22 | 0.0073 | 26 | 4 |
| | Lake Forest Dr. | 50 | 46 | 46 | 142 | 47.3 | 0.42 | 0.0089 | 32 | 8 |
| | Bransford Road | 10 | 12 | 8 | 30 | 10.0 | 0.15 | 0.0150 | 54 | 5 |
| | | | | | | | 1.62 | | | 26 |

WESTBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|------------|-----------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| Walton Way | | | | | | | | | | |
| | Milledge Road | | | | | | | | | |
| | John's Road | 42 | 32 | 28 | 102 | 34.0 | 0.22 | 0.0065 | 23 | 3 |
| | Fleming Ave. | 64 | 46 | 38 | 148 | 49.3 | 0.37 | 0.0075 | 27 | 6 |
| | Monte Sano Ave. | 62 | 80 | 92 | 234 | 78.0 | 0.24 | 0.0031 | 11 | 2 |
| | Highland Ave. | 52 | 102 | 110 | 264 | 88.0 | 0.22 | 0.0025 | 9 | 1 |
| | Lake Forest Dr. | 50 | 40 | 47 | 137 | 45.7 | 0.42 | 0.0092 | 33 | 9 |
| | Bransford Road | 12 | 18 | 7 | 37 | 12.3 | 0.15 | 0.0122 | 44 | 4 |
| | | | | | | | 1.62 | | | 25 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**WALTON WAY SEGMENT 2 : EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

EASTBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED |
|------------|-----------------|---------------------------------|--------------------------|----------------------------|------------------------|--------------------|-----------------------------|----------------------------------|-------------------------|---------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | AVERAGE ROUTE SPEED |
| Walton Way | | | | | | | | | | |
| | Bransford Road | | | | | | | | | |
| | Lake Forest Dr. | 6 | 24 | 18 | 48 | 16.0 | 0.15 | 0.0094 | 34 | 3 |
| | Highland Ave. | 64 | 64 | 52 | 180 | 60.0 | 0.42 | 0.0070 | 25 | 7 |
| | Monte Sano Ave. | 64 | 60 | 30 | 154 | 51.3 | 0.22 | 0.0043 | 15 | 2 |
| | Fleming Ave. | 52 | 40 | 34 | 126 | 42.0 | 0.24 | 0.0057 | 21 | 3 |
| | John's Road | 48 | 40 | 46 | 134 | 44.7 | 0.37 | 0.0083 | 30 | 7 |
| | Milledge Road | 28 | 28 | 54 | 110 | 36.7 | 0.22 | 0.0060 | 22 | 3 |
| | | | | | | | 1.62 | | | 25 |

EASTBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED |
|------------|-----------------|---------------------------------|--------------------------|----------------------------|------------------------|--------------------|-----------------------------|----------------------------------|-------------------------|---------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | AVERAGE ROUTE SPEED |
| Walton Way | | | | | | | | | | |
| | Bransford Road | | | | | | | | | |
| | Lake Forest Dr. | 28 | 20 | 14 | 62 | 20.7 | 0.15 | 0.0073 | 26 | 2 |
| | Highland Ave. | 52 | 50 | 74 | 176 | 58.7 | 0.42 | 0.0072 | 26 | 7 |
| | Monte Sano Ave. | 72 | 86 | 24 | 182 | 60.7 | 0.22 | 0.0036 | 13 | 2 |
| | Fleming Ave. | 48 | 54 | 72 | 174 | 58.0 | 0.24 | 0.0041 | 15 | 2 |
| | John's Road | 42 | 42 | 38 | 122 | 40.7 | 0.37 | 0.0091 | 33 | 7 |
| | Milledge Road | 72 | 70 | 40 | 182 | 60.7 | 0.22 | 0.0036 | 13 | 2 |
| | | | | | | | 1.62 | | | 22 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**WHEELER ROAD : WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

WESTBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|--------------|------------------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| Wheeler Road | Walton Way Extension | | | | | | | | | |
| | Agerton Lane | 24 | 37 | 24 | 85 | 28 | 0.26 | 0.0092 | 33 | 4 |
| | Robert C. Daniel Jr. Parkway | 22 | 26 | 80 | 128 | 43 | 0.26 | 0.0061 | 22 | 2 |
| | I-520 WB Ramp | 8 | 6 | 8 | 22 | 7 | 0.07 | 0.0096 | 35 | 1 |
| | I-520 EB Ramp | 26 | 36 | 22 | 84 | 28 | 0.24 | 0.0086 | 31 | 3 |
| | George C. Wilson Drive | 10 | 24 | 20 | 54 | 18 | 0.12 | 0.0067 | 24 | 1 |
| | Augusta West Parkway | 13 | 16 | 18 | 47 | 16 | 0.17 | 0.0108 | 39 | 3 |
| | Interstate Parkway | 115 | 12 | 60 | 187 | 62 | 0.68 | 0.0109 | 39 | 11 |
| | I-20 EB | 25 | 8 | 54 | 87 | 29 | 0.30 | 0.0103 | 37 | 5 |
| | I-20 WB | 39 | 42 | 18 | 99 | 33 | 0.19 | 0.0058 | 21 | 2 |
| | Flowing Wells | 12 | 12 | 10 | 34 | 11 | 0.12 | 0.0106 | 38 | 2 |
| | | | | | | | | | | |
| | | | | | | | 2.41 | | | 33 |

WESTBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|--------------|------------------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| Wheeler Road | Walton Way Extension | | | | | | | | | |
| | Agerton Lane | 28 | 28 | 28 | 84 | 28 | 0.26 | 0.0093 | 33 | 4 |
| | Robert C. Daniel Jr. Parkway | 132 | 41 | 42 | 215 | 72 | 0.26 | 0.0036 | 13 | 1 |
| | I-520 WB Ramp | 10 | 49 | 48 | 107 | 36 | 0.07 | 0.0020 | 7 | 0 |
| | I-520 EB Ramp | 20 | 24 | 24 | 68 | 23 | 0.24 | 0.0106 | 38 | 4 |
| | George C. Wilson Drive | 30 | 10 | 10 | 50 | 17 | 0.12 | 0.0072 | 26 | 1 |
| | Augusta West Parkway | 34 | 72 | 72 | 178 | 59 | 0.17 | 0.0029 | 10 | 1 |
| | Interstate Parkway | 88 | 74 | 74 | 236 | 79 | 0.68 | 0.0086 | 31 | 9 |
| | I-20 EB | 56 | 27 | 28 | 111 | 37 | 0.30 | 0.0081 | 29 | 4 |
| | I-20 WB | 27 | 28 | 32 | 87 | 29 | 0.19 | 0.0066 | 24 | 2 |
| | Flowing Wells | 61 | 55 | 54 | 170 | 57 | 0.12 | 0.0021 | 8 | 0 |
| | | | | | | | | | | |
| | | | | | | | 2.41 | | | 26 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**WHEELER ROAD : EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

EASTBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|--------------|------------------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| Wheeler Road | Flowing Wells | | | | | | | | | |
| | I-20 WB | 26 | 16 | 10 | 52 | 17 | 0.12 | 0.0069 | 25 | 1 |
| | I-20 EB | 16 | 20 | 16 | 52 | 17 | 0.19 | 0.0110 | 40 | 3 |
| | Interstate Parkway | 22 | 28 | 24 | 74 | 25 | 0.30 | 0.0122 | 44 | 5 |
| | Augusta West Parkway | 15 | 62 | 134 | 211 | 70 | 0.68 | 0.0097 | 35 | 10 |
| | George C. Wilson Drive | 71 | 14 | 18 | 103 | 34 | 0.17 | 0.0050 | 18 | 1 |
| | I-520 EB Ramp | 56 | 8 | 14 | 78 | 26 | 0.12 | 0.0046 | 17 | 1 |
| | I-520 WB Ramp | 36 | 25 | 32 | 93 | 31 | 0.24 | 0.0077 | 28 | 3 |
| | Robert C. Daniel Jr. Parkway | 8 | 7 | 8 | 23 | 8 | 0.07 | 0.0091 | 33 | 1 |
| | Agerton Lane | 26 | 23 | 26 | 75 | 25 | 0.26 | 0.0104 | 37 | 4 |
| | Walton Way Extension | 114 | 63 | 136 | 313 | 104 | 0.26 | 0.0025 | 9 | 1 |
| | | | | | | | 2.41 | | | 30 |

EASTBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|--------------|------------------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| Wheeler Road | Flowing Wells Road | | | | | | | | | |
| | I-20 WB | 12 | 14 | 14 | 40 | 13 | 0.12 | 0.0090 | 33 | 2 |
| | I-20 EB | 16 | 30 | 30 | 76 | 25 | 0.19 | 0.0075 | 27 | 2 |
| | Interstate Parkway | 24 | 62 | 62 | 148 | 49 | 0.30 | 0.0061 | 22 | 3 |
| | Augusta West Parkway | 70 | 154 | 154 | 378 | 126 | 0.68 | 0.0054 | 19 | 5 |
| | George C. Wilson Drive | 102 | 24 | 24 | 150 | 50 | 0.17 | 0.0034 | 12 | 1 |
| | I-520 EB Ramp | 22 | 12 | 12 | 46 | 15 | 0.12 | 0.0078 | 28 | 1 |
| | I-520 WB Ramp | 20 | 36 | 36 | 92 | 31 | 0.24 | 0.0078 | 28 | 3 |
| | Robert C. Daniel Jr. Parkway | 8 | 10 | 10 | 28 | 9 | 0.07 | 0.0075 | 27 | 1 |
| | Agerton Lane | 36 | 30 | 30 | 96 | 32 | 0.26 | 0.0081 | 29 | 3 |
| | Walton Way Extension | 58 | 31 | 30 | 119 | 40 | 0.26 | 0.0066 | 24 | 3 |
| | | | | | | | 2.41 | | | 24 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**WRIGHTSBORO ROAD SEGMENT #1 : SATURDAY
SEGMENT SPEED CALCULATION WORKSHEET**

EASTBOUND

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | WEIGHTED AVERAGE ROUTE SPEED |
|------------------------------------|----------------------|---------------------------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | SAT RUN IN SECONDS | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| | | | | | | |
| Wrightsboro Road Segment #1 | Barton Chapel Road | | | | | |
| | Augusta West Parkway | 16 | 0.10 | 0.0063 | 23 | 2 |
| | Bobby Jones EB | 46 | 0.10 | 0.0022 | 8 | 1 |
| | Bobby Jones WB | 8 | 0.10 | 0.0125 | 45 | 4 |
| | Augusta Mall #1 West | 16 | 0.10 | 0.0063 | 23 | 2 |
| | Augusta Mall #2 East | 16 | 0.10 | 0.0063 | 23 | 2 |
| | Marks Church Road | 14 | 0.10 | 0.0071 | 26 | 2 |
| | Jackson Road | 68 | 0.60 | 0.0088 | 32 | 16 |
| | | | | | | |
| | | | 1.20 | | | 28 |

WESTBOUND

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | WEIGHTED AVERAGE ROUTE SPEED |
|------------------------------------|----------------------|---------------------------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | SAT RUN IN SECONDS | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| | | | | | | |
| Wrightsboro Road Segment #1 | Jackson Road | | | | | |
| | Mark Church Road | 80 | 0.60 | 0.0075 | 27 | 14 |
| | Augusta Mall #2 East | 16 | 0.10 | 0.0063 | 23 | 2 |
| | Augusta Mall #1 West | 16 | 0.10 | 0.0063 | 23 | 2 |
| | Bobby Jones WB | 20 | 0.10 | 0.0050 | 18 | 2 |
| | Bobby Jones EB | 10 | 0.10 | 0.0100 | 36 | 3 |
| | Augusta West Parkway | 18 | 0.10 | 0.0056 | 20 | 2 |
| | Barton Chapel Road | 10 | 0.10 | 0.0100 | 36 | 3 |
| | | | | | | |
| | | | 1.20 | | | 26 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**GREENE STREET: EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

EASTBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|---------------|----------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| Greene Street | Twelfth Street | | | | | | | | | |
| | Eleventh Street | 14 | 13 | 28 | 55 | 18 | 0.10 | 0.0055 | 20 | 1 |
| | Tenth Street | 8 | 9 | 36 | 53 | 18 | 0.09 | 0.0051 | 18 | 1 |
| | Ninth Street | 12 | 16 | 16 | 44 | 15 | 0.13 | 0.0089 | 32 | 3 |
| | Eighth Street | 14 | 16 | 12 | 42 | 14 | 0.13 | 0.0093 | 33 | 3 |
| | Seventh Street | 10 | 12 | 14 | 36 | 12 | 0.12 | 0.0100 | 36 | 3 |
| | Sixth Street | 12 | 10 | 10 | 32 | 11 | 0.10 | 0.0094 | 34 | 2 |
| | Fifth Street | 19 | 60 | 22 | 101 | 34 | 0.17 | 0.0050 | 18 | 2 |
| | Fourth Street | 15 | 19 | 20 | 54 | 18 | 0.19 | 0.0106 | 38 | 5 |
| | East Boundary Street | 60 | 59 | 54 | 173 | 58 | 0.52 | 0.0090 | 32 | 11 |
| | | | | | | | 1.55 | | | 30 |

EASTBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|---------------|----------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| Greene Street | Twelfth Street | | | | | | | | | |
| | Eleventh Street | 18 | 46 | 14 | 78 | 26 | 0.10 | 0.0038 | 14 | 1 |
| | Tenth Street | 10 | 10 | 10 | 30 | 10 | 0.09 | 0.0090 | 32 | 2 |
| | Ninth Street | 38 | 18 | 22 | 78 | 26 | 0.13 | 0.0050 | 18 | 2 |
| | Eighth Street | 18 | 16 | 18 | 52 | 17 | 0.13 | 0.0075 | 27 | 2 |
| | Seventh Street | 16 | 14 | 10 | 40 | 13 | 0.12 | 0.0090 | 32 | 3 |
| | Sixth Street | 10 | 10 | 14 | 34 | 11 | 0.10 | 0.0088 | 32 | 2 |
| | Fifth Street | 22 | 18 | 4 | 44 | 15 | 0.17 | 0.0116 | 42 | 5 |
| | Fourth Street | 16 | 18 | 18 | 52 | 17 | 0.19 | 0.0110 | 39 | 5 |
| | East Boundary Street | 66 | 60 | 58 | 184 | 61 | 0.52 | 0.0085 | 31 | 10 |
| | | | | | | | 1.55 | | | 31 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**GREENE STREET: WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

WESTBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|---------------|----------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| Greene Street | East Boundary Street | | | | | | | | | |
| | Fourth Street | 72 | 86 | 48 | 206 | 69 | 0.52 | 0.0076 | 27 | 9 |
| | Fifth Street | 54 | 18 | 20 | 92 | 31 | 0.19 | 0.0062 | 22 | 3 |
| | Sixth Street | 19 | 22 | 184 | 225 | 75 | 0.17 | 0.0023 | 8 | 1 |
| | Seventh Street | 11 | 14 | 22 | 47 | 16 | 0.10 | 0.0064 | 23 | 1 |
| | Eighth Street | 30 | 12 | 40 | 82 | 27 | 0.12 | 0.0044 | 16 | 1 |
| | Ninth Street | 15 | 13 | 16 | 44 | 15 | 0.13 | 0.0089 | 32 | 3 |
| | Tenth Street | 15 | 13 | 14 | 42 | 14 | 0.13 | 0.0093 | 33 | 3 |
| | Eleventh Street | 8 | 8 | 10 | 26 | 9 | 0.09 | 0.0104 | 37 | 2 |
| | Twelfth Street | 28 | 76 | 36 | 140 | 47 | 0.10 | 0.0021 | 8 | 0 |
| | | | | | | | 1.55 | | | 24 |

WESTBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|---------------|----------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| Greene Street | East Boundary Street | | | | | | | | | |
| | Fourth Street | 88 | 64 | 60 | 212 | 71 | 0.52 | 0.0074 | 26 | 9 |
| | Fifth Street | 20 | 56 | 20 | 96 | 32 | 0.19 | 0.0059 | 21 | 3 |
| | Sixth Street | 28 | 20 | 30 | 78 | 26 | 0.17 | 0.0065 | 24 | 3 |
| | Seventh Street | 12 | 12 | 12 | 36 | 12 | 0.10 | 0.0083 | 30 | 2 |
| | Eighth Street | 14 | 12 | 14 | 40 | 13 | 0.12 | 0.0090 | 32 | 3 |
| | Ninth Street | 12 | 14 | 16 | 42 | 14 | 0.13 | 0.0093 | 33 | 3 |
| | Tenth Street | 14 | 14 | 16 | 44 | 15 | 0.13 | 0.0089 | 32 | 3 |
| | Eleventh Street | 10 | 10 | 8 | 28 | 9 | 0.09 | 0.0096 | 35 | 2 |
| | Twelfth Street | 14 | 16 | 62 | 92 | 31 | 0.10 | 0.0033 | 12 | 1 |
| | | | | | | | 1.55 | | | 27 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**TOBACCO ROAD: EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

EASTBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED |
|---------------------|-----------------------------|---------------------------------|--------------------------|----------------------------|------------------------|--------------------|-----------------------------|----------------------------------|-------------------------|---------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | AVERAGE ROUTE SPEED |
| | | | | | | | | | | |
| Tobacco Road | Deans Bridge Rd (no signal) | | | | | | | | | |
| | Morgan Rd | 134 | 122 | 103 | 359 | 119.7 | 1.05 | 0.01 | 32 | 4 |
| | Windsor Spring Rd | 202 | 208 | 176 | 586 | 195.3 | 1.85 | 0.01 | 34 | 7 |
| | US 25/Peach Orchard Rd | 188 | 222 | 188 | 598 | 199.3 | 2.38 | 0.01 | 43 | 12 |
| | Gracewood Rd | 20 | 20 | 79 | 119 | 39.7 | 0.21 | 0.01 | 19 | 0 |
| | Hwy 56/ Old Savannah Rd | 270 | 218 | 151 | 639 | 213.0 | 1.86 | 0.01 | 31 | 7 |
| | Doug Barnard Pkwy | 94 | 104 | 100 | 298 | 99.3 | 1.20 | 0.01 | 43 | 6 |
| | | | | | | | | | | |
| | | | | | | | 8.55 | | | 37 |

EASTBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED |
|---------------------|-----------------------------|---------------------------------|--------------------------|----------------------------|------------------------|--------------------|-----------------------------|----------------------------------|-------------------------|---------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | AVERAGE ROUTE SPEED |
| | | | | | | | | | | |
| Tobacco Road | Deans Bridge Rd (no signal) | | | | | | | | | |
| | Morgan Rd | 86 | 112 | 136 | 334 | 111.3 | 1.05 | 0.01 | 34 | 4 |
| | Windsor Spring Rd | 252 | 200 | 156 | 608 | 202.7 | 1.85 | 0.01 | 33 | 7 |
| | US 25/Peach Orchard Rd | 182 | 220 | 184 | 586 | 195.3 | 2.38 | 0.01 | 44 | 12 |
| | Gracewood Rd | 18 | 18 | 18 | 54 | 18.0 | 0.21 | 0.01 | 42 | 1 |
| | Hwy 56/ Old Savannah Rd | 182 | 224 | 196 | 602 | 200.7 | 1.86 | 0.01 | 33 | 7 |
| | Doug Barnard Pkwy | 110 | 96 | 100 | 306 | 102.0 | 1.2 | 0.01 | 42 | 6 |
| | | | | | | | | | | |
| | | | | | | | 8.55 | | | 38 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**TOBACCO ROAD: WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

WESTBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|---------------------|---------------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| | | | | | | | | | | |
| Tobacco Road | Doug Barnard Pkwy | | | | | | | | | |
| | Hwy 56/ Old Savannah Rd | 166 | 154 | 112 | 432 | 144.0 | 1.20 | 0.007 | 26 | 4 |
| | Gracewood Rd | 162 | 150 | 134 | 446 | 148.7 | 1.86 | 0.012 | 45 | 10 |
| | US 25/Peach Orchard Rd | 90 | 52 | 58 | 200 | 66.7 | 0.21 | 0.036 | 128 | 3 |
| | Windsor Spring Rd | 186 | 201 | 258 | 645 | 215.0 | 2.38 | 0.001 | 4 | 1 |
| | Morgan Rd | 182 | 188 | 228 | 598 | 199.3 | 1.85 | 0.009 | 34 | 7 |
| | Deans Bridge Rd (no signa | 96 | 87 | 77 | 260 | 86.7 | 1.05 | 0.014 | 50 | 6 |
| | | | | | | | | | | |
| | | | | | | | 8.55 | | | 31 |

WESTBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|---------------------|---------------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| | | | | | | | | | | |
| Tobacco Road | Doug Barnard Pkwy | | | | | | | | | |
| | Hwy 56/ Old Savannah Rd | 212 | 208 | 116 | 536 | 178.7 | 1.2 | 0.007 | 24 | 3 |
| | Gracewood Rd | 181 | 114 | 126 | 421 | 140.3 | 1.86 | 0.013 | 48 | 10 |
| | US 25/Peach Orchard Rd | 89 | 54 | 126 | 269 | 89.7 | 0.21 | 0.002 | 8 | 0 |
| | Windsor Spring Rd | 188 | 172 | 190 | 550 | 183.3 | 2.38 | 0.013 | 47 | 13 |
| | Morgan Rd | 162 | 162 | 198 | 522 | 174.0 | 1.85 | 0.011 | 38 | 8 |
| | Deans Bridge Rd (no signa | 88 | 78 | 84 | 250 | 83.3 | 1.05 | 0.013 | 45 | 6 |
| | | | | | | | | | | |
| | | | | | | | 8.55 | | | 41 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**WRIGHTSBORO ROAD SEGMENT #2 : EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

EASTBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|-------------------------|----------------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| | | | | | | | | | | |
| Wrightsboro Road | Jackson Road/North Leg | | | | | | | | | |
| Segment #2 | Valley Park East/Vanover D | 64 | 38 | 58 | 160 | 53 | 0.60 | 0.0113 | 41 | 12 |
| | Damascus Road | 72 | 46 | 44 | 162 | 54 | 0.50 | 0.0093 | 33 | 8 |
| | Pine Needle Drive | 52 | 50 | 48 | 150 | 50 | 0.60 | 0.0120 | 43 | 12 |
| | Daniel Village Road | 24 | 48 | 44 | 116 | 39 | 0.20 | 0.0052 | 19 | 2 |
| | Highland Avenue | 26 | 50 | 96 | 172 | 57 | 0.20 | 0.0035 | 13 | 1 |
| | | | | | | | | | | |
| | | | | | | | 2.10 | | | 35 |

EASTBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|-------------------------|----------------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| | | | | | | | | | | |
| Wrightsboro Road | Jackson Road/North Leg | | | | | | | | | |
| Segment #2 | Valley Park East/Vanover D | 52 | 48 | 62 | 162 | 54 | 0.60 | 0.0111 | 40 | 11 |
| | Damascus Road | 72 | 68 | 50 | 190 | 63 | 0.50 | 0.0079 | 28 | 7 |
| | Pine Needle Drive | 62 | 44 | 50 | 156 | 52 | 0.60 | 0.0115 | 42 | 12 |
| | Daniel Village Road | 24 | 18 | 38 | 80 | 27 | 0.20 | 0.0075 | 27 | 3 |
| | Highland Avenue | 82 | 52 | 40 | 174 | 58 | 0.20 | 0.0034 | 12 | 1 |
| | | | | | | | | | | |
| | | | | | | | 2.10 | | | 34 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**WRIGHTSBORO ROAD SEGMENT #2 : WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

WESTBOUND AM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|------------------|----------------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| | | | | | | | | | | |
| Wrightsboro Road | Highland Avenue | | | | | | | | | |
| Segment #2 | Daniel Village Road | 16 | 27 | 18 | 61 | 20 | 0.20 | 0.0098 | 35 | 3 |
| | Pine Needle Drive | 22 | 26 | 28 | 76 | 25 | 0.20 | 0.0079 | 28 | 3 |
| | Damascus Road | 56 | 50 | 50 | 156 | 52 | 0.60 | 0.0115 | 42 | 12 |
| | Valley Park East/Vanover D | 48 | 38 | 38 | 124 | 41 | 0.50 | 0.0121 | 44 | 10 |
| | Jackson Road/North Leg | 50 | 60 | 56 | 166 | 55 | 0.60 | 0.0108 | 39 | 11 |
| | | | | | | | 2.10 | | | 39 |

WESTBOUND PM

| STREET | CONTROL POINT | OVERALL AVERAGE SPEEDS (M.P.H.) | | | | | | | | WEIGHTED AVERAGE ROUTE SPEED |
|------------------|----------------------------|---------------------------------|--------------------|----------------------|------------------|-----------------|-----------------------|----------------------------|-------------------|------------------------------|
| | | TUES RUN IN SECONDS | WED RUN IN SECONDS | THURS RUN IN SECONDS | TOTAL IN SECONDS | AVERAGE TOTAL/3 | SEGMENT DISTANCE (MI) | DISTANCE/ TIME CALCULATION | AVERAGE SPEED MPH | |
| | | | | | | | | | | |
| Wrightsboro Road | Highland Avenue | | | | | | | | | |
| Segment #2 | Daniel Village Raod | 24 | 37 | 20 | 81.00 | 27 | 0.20 | 0.0074 | 27 | 3 |
| | Pine Needle Drive | 16 | 35 | 32 | 83.00 | 28 | 0.20 | 0.0072 | 26 | 2 |
| | Damascus Road | 46 | 54 | 56 | 156.00 | 52 | 0.60 | 0.0115 | 42 | 12 |
| | Valley Park East/Vanover D | 58 | 60 | 48 | 166.00 | 55 | 0.50 | 0.0090 | 33 | 8 |
| | Jackson Road/North Leg | 52 | 156 | 184 | 392.00 | 131 | 0.60 | 0.0046 | 17 | 5 |
| | | | | | | | 2.10 | | | 29 |

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

B-48

Appendix C

TABLES AND INFORMATION

1995-2008

This appendix provides the history of the ARTS CMP. It contains travel time summaries and road construction improvements by corridor.

Table C-1
AIKEN COUNTY
CONGESTION MITIGATION PROJECTS 1997-2008

| LOCATION | PROJECT | DESCRIPTION | STATUS |
|---|--|--|----------------|
| Richland Ave - Florence St. to York Street | Signal Installation | New signals installed along corridor | Completed 1998 |
| Park Avenue - Laurens to Chesterfield Street | Signal Installation | New signals installed along corridor | Completed 1998 |
| Laurens Street - Richland to Rutland | Signal Improvement | Signal improvements | Completed 2000 |
| Whiskey Road - Richland to Powderhouse Road | Signal Improvement | Computerized signals | Completed 2001 |
| | Transit Stop | Added Transit stop | Completed 2001 |
| Pine Log Road - US 78 to Silver Bluff Road | Signal Improvement | Computerized signals | Completed 2001 |
| Richland Avenue - Vauluse Road to Beaufort Street | Signal Installation | Computerized signals | Completed 2001 |
| Laurens Street - Richland to Rutland | Resurfaced and added a 3 foot paved shoulder | | Completed 2002 |
| Pine Log Road (SC 302) | Widening | Widened from two to five lanes | Completed 2004 |
| Knox Avenue (US 25) | Widening | Widened to five lanes | Completed 2004 |
| Pine Log Road | Signal Improvement | Signal Improvements and Widening | Completed 2005 |
| | Widening | | |
| SC 19 / Laurens Street | Signal Improvement | Signal Improvements | Completed 2006 |
| Knox Avenue (US 25) | Signal Improvement | Three (3) New signals installed along corridor | Completed 2006 |
| SC 118 | Intersection Improvement | New turn lane installed | Completed 2006 |
| Georgia Avenue | Access Improvements | Georgia Ave. extended to Savannah River. | Completed 2008 |

Table C-2
COLUMBIA COUNTY
CONGESTION MITIGATION PROJECTS 1997-2008

| LOCATION | PROJECT | DESCRIPTION | STATUS |
|---|---|--|----------------|
| North Belair Road @ SR 28 | Signal Installation | New signals installed | Completed 1997 |
| Fury's Ferry Road | Intersection Improvement | New right turn lane added | |
| William Few Parkway @ SR 104 | Signal Installation | New signals installed | Completed 1997 |
| Washington Road | Intersection Improvement | New right turn lane added | |
| Wrightsboro Road @ Horizon South Parkway | Signal Installation | New signals installed | Completed 1997 |
| Old Evans Road @ Martinez Industrial Drive | Intersection Improvement | Improved radius at intersection | Completed 1997 |
| Flowing Wells Road and Old Trail/Augusta Prep driveway | Intersection Improvement and Signal Installation | New left turn lanes added New signals installed | Completed 1998 |
| Fury's Ferry Road @ The Pass | Intersection Improvement and | New left turn lanes added | Completed 1998 |
| Inverness Way/Park Lane | Signal Installation | New signals installed | |
| Baston Road - Fury's Ferry Road to Washington Road | Intersection Improvement | Intersection realigned at Fury's Ferry and Vaughn Rd | Completed 1998 |
| Old Evans Road - Washington to Martinez Blvd | Widen to 4 lanes with turn lanes as required | Widened the road 2 feet on either side | Completed 2000 |
| Baston Road | Road Widening from 2 to 4 lanes w/ turn lanes Intersection Improvement | Central Median with cuts New signals installed | Completed 2002 |
| Evans to Locks Road | Signal Installation | New signals installed | Completed 2004 |
| Columbia Industrial Blvd. | Intersection relocation | New right turn lane added | |
| Washington Road @ Halali Farm Rd. | Intersection Improvement | Additional lane separation for WB traffic between the thru lane and right turn lane at the intersection. | Completed 2006 |
| Columbia Road @ Crawford Creek | Bridge Improvement/Intersection Improvement | Reconstruction of approaches and installation of a new bridge crossing on Columbia Road @ Crawford Creek. Project include turn lanes for Maple Creek Drive and Shepherd Way. | Completed 2007 |
| Washington Road @ Gibbs Rd. | Signal installation/Intersection Improvement | Addition of a stop and go signal, to include left turn lane for WB and right turn lane for EB Washington Road. | Completed 2007 |
| Washington Road @ Old Evans Road | Signal installation/Intersection Improvement | Addition of a stop and go signal, to include left turn lane for EB Washington Road traffic. | Completed 2007 |
| Fury's Ferry Road - Riverwatch Pkwy to Blackstone Camp Road | Widening and Intersection Improvements | Widen the road to 4 lanes from Riverwatch Pkwy to Blackstone Camp Road. | Completed 2007 |
| Washington Road | Signal Timing and Coordination Improvement | Upgrade 11 signalized intersections along the Washington Road corridor. | Completed 2007 |
| Belair Rd. | Signal Equipment Upgrade | Replaced or upgraded signal equipment at eight intersections along the SR383 corridor. | Completed 2008 |

Table C-3
RICHMOND COUNTY
CONGESTION MITIGATION PROJECTS 1997-2008

| LOCATION | PROJECT | DESCRIPTION | STATUS |
|--|--|---|----------------|
| Wrightsboro Road - Barton Chapel Rd to Marks Church Rd | Signal Timing and Coordination Improvement | Timing and coordination improvements for PM peak and Saturday | Completed 1997 |
| Fifteenth Street - John C. Calhoun Expwy to Reynolds St. | Signal Timing and Coordination Improvement | Timing and coordination improvements for all peak travel times | Completed 1997 |
| Thirteenth Street - Broad St to Reynolds St | Signal Timing and Coordination Improvement | Timing and coordination improvements for all peak travel times. | Completed 1997 |
| Washington Road - Woodbine Rd to Stevens Creek Rd | Signal Timing and Coordination Improvement | Timing and coordination improvements for PM peak | Completed 1997 |
| Wheeler Rd - I-20 to Medical Center Drive | Road Widening | Widen from 2 to 4 lanes with turn lanes as needed. | Completed 1998 |
| Thirteenth Street - Savannah River to Wrightsboro Road | Signal Coordination Improvements | Signal coordination at Greene and Telfair Streets | Completed 1999 |
| Wrightsboro Road - Barton Chapel Road to Jackson Road | Ramp Improvements | Added 300 foot deceleration lane at I-520 WB on ramp. | Completed 1999 |
| Bobby Jones Expressway - I-20 to Washington Road | Road Widening | Widen to 3 lanes each direction between I-20 and Old Trail with intersection improvements at Scott Nixon Memorial Blvd. to improve safety. | Completed 1999 |
| Wheeler Rd-Walton Way Ext.to I-20 | Intersection Improvements | Left turn lane lengthened - Wheeler Rd SB/EB I-520 on/off ramp. | Completed 2000 |
| 15th Street - Reynolds Street to MLK Boulevard | Intersection Improvements | Added pedestrian crossing at Harper Street, Walton Way and Laney Walker Blvd. | Completed 2003 |
| Fifteenth Street | Crosswalk Project | Pedestrian Crossings with ped buttons and crosswalks installed at Walton Way, Harper Street and Laney Walker | Completed 2003 |
| Fifteenth Street | ATMS | Traffic Surveillance cameras at JC Calhoun Expressway | Completed 2003 |
| Tobacco Road @ Deans Bridge | Intersection Improvement | Intersection Improvement project at Deans Bridge Road | Completed 2003 |
| Tobacco Road @ Mike Padgett | Traffic Signal Upgrade | East and west bound turn phasing were constructed at Mike Padgett Highway | Completed 2003 |
| Thirteenth Street | Traffic Signal Upgrade | Employ ITS strategies at RR crossing. Implement Medical Center Study suggestions. Signal Upgrade at five intersections between Walton Way & Reynolds Streets. | Completed 2004 |
| Wrightsboro Road @ Druid Park | Traffic Signal Upgrade | New traffic Signal Installed. Previously had stop sign for traffic on Druid Park Ave. | Completed 2006 |
| Deans Bridge Road | Intersection Improvement | A second southbound left-turn lane and a single northbound right-turn lane was added. | Completed 2006 |
| Gordon Highway | Intersection Improvement | Increased storage has been added for the eastbound left-turn movement. A right-turn lane was added for the SB North Leg Road. | Completed 2007 |

This appendix provides the history of the ARTS CMP. It contains travel time summaries and road construction improvements by corridor.

Table C-1
AIKEN COUNTY
CONGESTION MITIGATION PROJECTS 1997-2008

| LOCATION | PROJECT | DESCRIPTION | STATUS |
|--|--|--|----------------------------------|
| Richland Ave - Florence St. to York Street | Signal Installation | New signals installed along corridor | Completed 1998 |
| Park Avenue - Laurens to Chesterfield Street | Signal Installation | New signals installed along corridor | Completed 1998 |
| Laurens Street - Richland to Rutland | Signal Improvement | Signal improvements | Completed 2000 |
| Whiskey Road - Richland to Powderhouse Road | Signal Improvement Transit Stop | Computerized signals Added Transit stop | Completed 2001 Completed 2001 |
| Pine Log Road - US 78 to Silver Bluff Road | Signal Improvement | Computerized signals | Completed 2001 |
| Richland Avenue - Vaucluse Road to Beaufort Street | Signal Installation | Computerized signals | Completed 2001 |
| Laurens Street - Richland to Rutland | Resurfaced and added a 3 foot paved shoulder | | Completed 2002 |
| Pine Log Road (SC 302) | Widening | Widened from two to five lanes | Completed 2004 |
| Knox Avenue (US 25) | Widening | Widened to five lanes | Completed 2004 |
| Pine Log Road | Signal Improvement Widening | Signal Improvements and Widening | Completed 2005 |
| SC 19 / Laurens Street | Signal Improvement | Signal Improvements | Completed 2006 |
| Knox Avenue (US 25) | Signal Improvement | Three (3) New signals installed along corridor | Completed 2006 |
| SC 118 | Intersection Improvement | New turn lane installed | Completed 2006 |
| Georgia Avenue | Access Improvements | Georgia Ave. extended to Savannah River. | Completed 2008 |

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COLUMBIA COUNTY
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| Fury's Ferry Road | Intersection Improvement | New right turn lane added | |
| William Few Parkway @ SR 104 | Signal Installation | New signals installed | Completed 1997 |
| Washington Road | Intersection Improvement | New right turn lane added | |
| Wrightsboro Road @ Horizon South Parkway | Signal Installation | New signals installed | Completed 1997 |
| Old Evans Road @ Martinez Industrial Drive | Intersection Improvement | Improved radius at intersection | Completed 1997 |
| Flowing Wells Road and Old Trail/Augusta Prep driveway | Intersection Improvement and Signal Installation | New left turn lanes added New signals installed | Completed 1998 |
| Fury's Ferry Road @ The Pass | Intersection Improvement and | New left turn lanes added | Completed 1998 |
| Inverness Way/Park Lane | Signal Installation | New signals installed | |
| Baston Road - Fury's Ferry Road to Washington Road | Intersection Improvement | Intersection realigned at Fury's Ferry and Vaughn Rd | Completed 1998 |
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| | Intersection Improvement | New signals installed | |
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| Fury's Ferry Road - Riverwatch Pkwy to Blackstone Camp Road | Widening and Intersection Improvements | Widen the road to 4 lanes from Riverwatch Pkwy to Blackstone Camp Road. | Completed 2007 |
| Washington Road | Signal Timing and Coordination Improvement | Upgrade 11 signalized intersections along the Washington Road corridor. | Completed 2007 |
| Belair Rd. | Signal Equipment Upgrade | Replaced or upgraded signal equipment at eight intersections along the SR383 corridor. | Completed 2008 |

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RICHMOND COUNTY
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| Washington Road - Woodbine Rd to Stevens Creek Rd | Signal Timing and Coordination Improvement | Timing and coordination improvements for PM peak | Completed 1997 |
| Wheeler Rd - I-20 to Medical Center Drive | Road Widening | Widen from 2 to 4 lanes with turn lanes as needed. | Completed 1998 |
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| Fifteenth Street | Crosswalk Project | Pedestrian Crossings with ped buttons and and crosswalks installed at Walton Way, Harper Street and Laney Walker | Completed 2003 |
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